

Route 8

Updated: February 2006

Springville via Price and Cisco to Colorado State line. Colton-Sunnyside Jct., October 12, 1910; Green River - Valley City, May 4, 1912; Moark Jct. - Colton May 16, 1912; Valley City - Colorado, 1912; Sunnyside Jct. - Green River, April 24, 1916; Springville - Moark Jct., May 8, 1916; Change from Valley City to Crescent Jct. by Commission in 1934.

1953 Description:

From Springville on Route 1 southeasterly, via Spanish Fork Canyon, Thistle, Soldier Summit, Price, Soldier Creek Jct., Green River, Crescent Jct., Thompson and Cisco to the Utah - Colorado State line.

1962 Description:

**(A) Scanned) From Springville on Route 1 southeasterly, via Spanish Fork Canyon, Thistle, Soldier Summit, and Price to a junction with Route 4 west of Green River.

Approved by 1963 Legislature

From North Lehi on Route 1 southeasterly, via Provo, Springville, Spanish Fork Canyon, Thistle, Soldier Summit, and Price, to a junction with Route 4 west of Green River.

**(B) Scanned) August 14, 1964.

**(C) Scanned)

1964 Description:

From north of Lehi on Route 1 (Interstate Route 15) southeasterly via American Fork, Pleasant Grove, Orem, Provo, Spanish Fork Canyon, Thistle, Soldier Summit and Price to a junction with Route 4 (Interstate Route 70) west of Green River.

**(D) Scanned)

1965 Legislature (Extended from Springville north via old alignment of SR-1 to Lehi)

**(E) Scanned)

1967 Legislature

*(F)

1969 Legislature:

SR-8 from Moark Junction to Interstate 70 west of Green River Re-designated SR-27 by the 1969 Legislature.

1969 Description:

From SR-27 at Moark Junction via Springville, Provo, Orem and American Fork to a junction with Route 1 (Interstate 15) north of Lehi.

Route 8 Cont.

*(G) 1977 Commission Action (May 20, 1977)

Deleted as a State Route and Reassigned as State Route 89.

*(H) 1991 Commission Action (September 6, 1991) *(NOT ACTUATED YET)*

Added as a State Route from the junction of SR-18 in St. George westerly via Sunset Boulevard and Santa Clara Drive through Santa Clara to 200 East in Ivins, thence northerly via 200 East in Ivins to Center Street in Ivins, thence easterly and northeasterly via Center Street in Ivins and Snow Canyon Park Drive to a junction with SR-18 north of St. George.

1992 Legislature: *Did not act on this route. (Not actuated)*

1993 Legislature: *Did not act on this route. (Not actuated)*

1994 Legislature: *Did not act on this route. (Not actuated)*

1995 Legislature: *Did not act on this route. (Not actuated)*

1996 Legislature: Description remains the same.

1997 Legislature: Description remains the same.

1998 Legislative Description:

From Route 18 in St. George on Sunset Boulevard to Dixie Downs Road, beginning again at the south boundary of Snow Canyon State Park to Route 18.

*(I) 1999 Commission Action April 30, 1999:

The portion of SR-8, traversing northerly and northeasterly through Snow Canyon State Park from the south boundary of Snow Canyon State Park to a junction with SR-18 was transferred to the jurisdiction of the Utah Division of Parks and Recreation.

1999 Legislative: Description remains the same.

Route 8 Cont.

2000 Legislative Description:

From Route 18 in St. George on Sunset Boulevard to Dixie Downs Road. **Portion not Actuated.**

2001 Legislature: Description remains the same.

2002 Legislation: Description remains the same.

2003 Legislation: Description remains the same.

2004 Legislation: Description remains the same.

2005 Legislative Description:

From Dixie Downs Road to Route 18 in St. George on Sunset Boulevard.

* Refers to resolution index page following.

**Refers to Scanned Computer Resolution index on following page.

Route 8

COUNTY/VOLUME & RESOLUTION NO.

A. Carbon Co. 1/57	B. Utah Co. 1/76	C. Emery Co. 1/84
D. Emery Co. 1/111	E. Utah Co. 1/127	F. Emery Co. 2/6
G. Utah Co. 6/2	H. Washington Co. 9/9	I. Washington Co. 10/19

DESCRIPTION OF RESOLUTION CHANGE

- (A). Relocation - From Helper to Castle Gate.
- (B). Extension - From South Springville along old alignment of SR-1 via Provo, Orem, Lindon, Pleasant Grove and American Fork to North Lehi Interchange I-15.
- (C). Relocation - Described in resolution, northerly to US 50 & 6.
- (D). Relocation - From near Woodside to near Carbon County Line.
- (E). Relocation - In Price Canyon.
- (F). Relocation - From separation of old alignment to the West Green River Interchange.
- (G). Deletion - SR-8 deleted as a State Route designation.
- (H). Addition - Placed on the State System from SR-18 in St. George via Santa Clara, Ivins and Snow Canyon to SR-18 north of St. George.
- (I). Transferred - Portion of SR-8 traversing Snow Canyon State Park to Utah Division of Parks and Recreation.

RECOMMENDED CHANGE IN STATE HIGHWAY SYSTEM

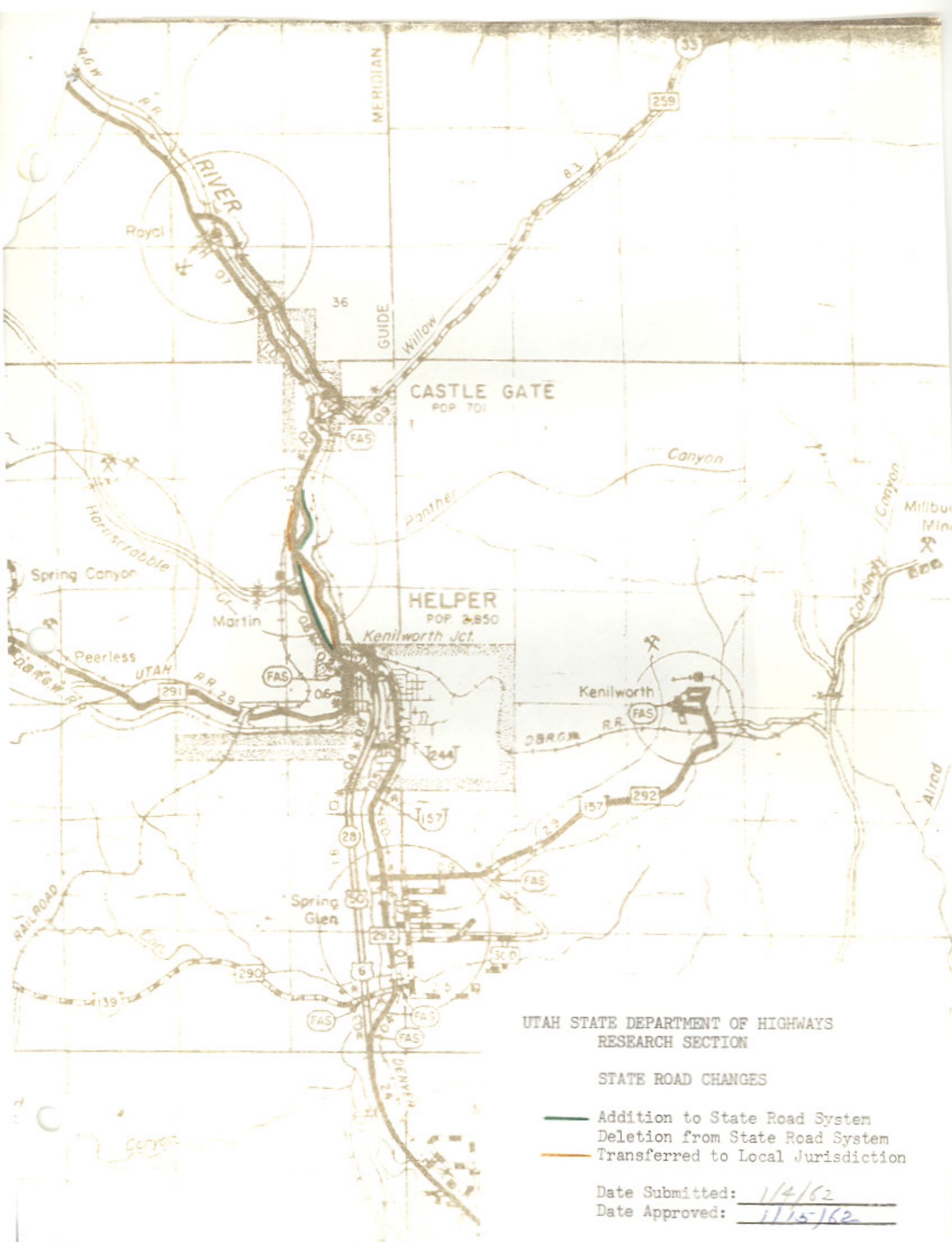
State Route 8

Whereas:

Approved 1/15/64

The completion of project F-028-3(1), Helper to Castle Gate, has resulted in the realignment of a section of SR-8 (US-50-6, FAP-28). The portion of old SR-8 (US-50-6, FAP-28) that has been bypassed is a distance of approximately 1.1 miles, and that portion on new location is a distance of approximately 1.2 miles, a decrease of 0.2 miles.

Therefore, be it resolved that the relocation of State Route 8 between Helper and Castle Gate be added as an interim designation, subject to the approval of the legislature, and the old portion of this road be transferred to the jurisdiction of Carbon County.



Relinquishment of Realigned Highway
Change and Transfer in State and Federal-Aid Route Numbers
(Authority: Sec. 27-12-29, UCA, 1953, as Amended)

RESOLUTION

State Route 8
State Route 24

WHEREAS, with the programed new connections to Interstate Route 70 west of Green River City and,

WHEREAS, the old alignment of State Routes 24 and 8 will no longer be justified as a part of the State Highway System but, nevertheless, will still serve as public roads.

NOW THEREFORE, pursuant to the authority of Section 27-12-29, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

1. That the old alignment of State Route 24 from the proposed new connections to State Route 24 Interchange to a junction with State Route 8 (US-50-6) be transferred to the jurisdiction of Emery County, a distance of approximately 8.8 miles.
2. That the proposed new alignment to State Route 24 Interchange, be designated as State Route 24.
3. That the old alignment of State Route 8 from the proposed new connection to US-50-6 Interchange to West Green River Interchange be transferred to the jurisdiction of Emery County, a distance of approximately 3.5 miles.
4. That the proposed new alignment to US-50-6 Interchange be designated as State Route 8.
5. That application be made to the U. S. Department of Commerce, Bureau of Public Roads, to relocate the Federal-aid Primary and Federal-aid Secondary Routes effected by the aforementioned State Route changes.
6. That by this action, State Highway System mileage will be decreased approximately 7.3 miles and Emery County "B" mileage will be increased approximately 12.3 miles, at such time as the new alignment is placed in traffic service.

7. That Exhibit "A" attached herewith, illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 20th day of March, 1964.

STATE ROAD COMMISSION OF UTAH

Orville A. Balf

Chairman

Frank G. Smith

Commissioner

Cliff Strong

Commissioner

Ames K. Bagley

Commissioner

W. J. Smith

Commissioner

ATTEST:

Clarence J. Allred

Secretary

UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION

STATE ROAD CHANGES

— Addition to State Road System
— Deletion from State Road System
— Transferred to local Jurisdiction

Date Submitted: _____
Date Approved: _____



RESOLUTION

State Routes 1, 26, 8, 105 and 156

1 26 8 105 156

WHEREAS, the programming of construction projects in Utah County between north Santaquin and north Lehi has resulted in the completion of a portion of Federal-aid Interstate Route 15 through this area and,

WHEREAS, to maintain continuity in the State System of Highways it is necessary to reassign certain state routes through Utah County area.

NOW, THEREFORE, pursuant to the authority of Section 27-12-29, UCA, 1953, as Amended, it is hereby resolved as follows:

1. That the new alignment created by the construction of Federal-aid Interstate Route 15 from the north Santaquin interchange northerly to the north Lehi interchange be designated as State Route 1.
2. That State Route 26 be extended from its present termini at State Route 1 (US-91) in north Santaquin traversing that portion of the old alignment of State Route 1 northerly via Payson and Salem to a point at the south limits of Spanish Fork, thence easterly to Moark Junction (SR 8). By this action the designation of State Route 105 will be deleted for that portion of roadway traversed by the extension of State Route 26.
3. That State Route 156 be redescribed as follows:

From a junction with State Route 26 northerly via Center Street in Spanish Fork, with a stub connection from Center Street to Interstate Route 15, thence northerly via the old alignment of State Route 1 to a junction with State Route 8 in south Springville.
4. That State Route 8 be extended from its present termini in south Springville, to traverse that portion of the old alignment of State Route 1 northerly via Provo, Orem, Lindon, Pleasant Grove and American Fork to the north Lehi Interchange.

SR-1, 26, 8,
105 & 156

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5. That application be made to the U. S. Department of Commerce, Bureau of Public Roads, to relocate the Federal-aid Primary and Federal-aid Secondary Routes effected by the aforementioned route changes.

6. By this action, State Highway System mileage will be increased by approximately 37.5 miles.

7. That Exhibit "A" attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 14th day of August, 1964.

STATE ROAD COMMISSION OF UTAH

Ernest F. Baskin

Chairman

Thomas E. Bittell

Commission

Charles Strong

Commission

W. J. Smith

Commission

Amos K. Bagley

Commission

ATTEST:

Lawrence H. Hines

Secretary

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD DESIGNATION CHANGES

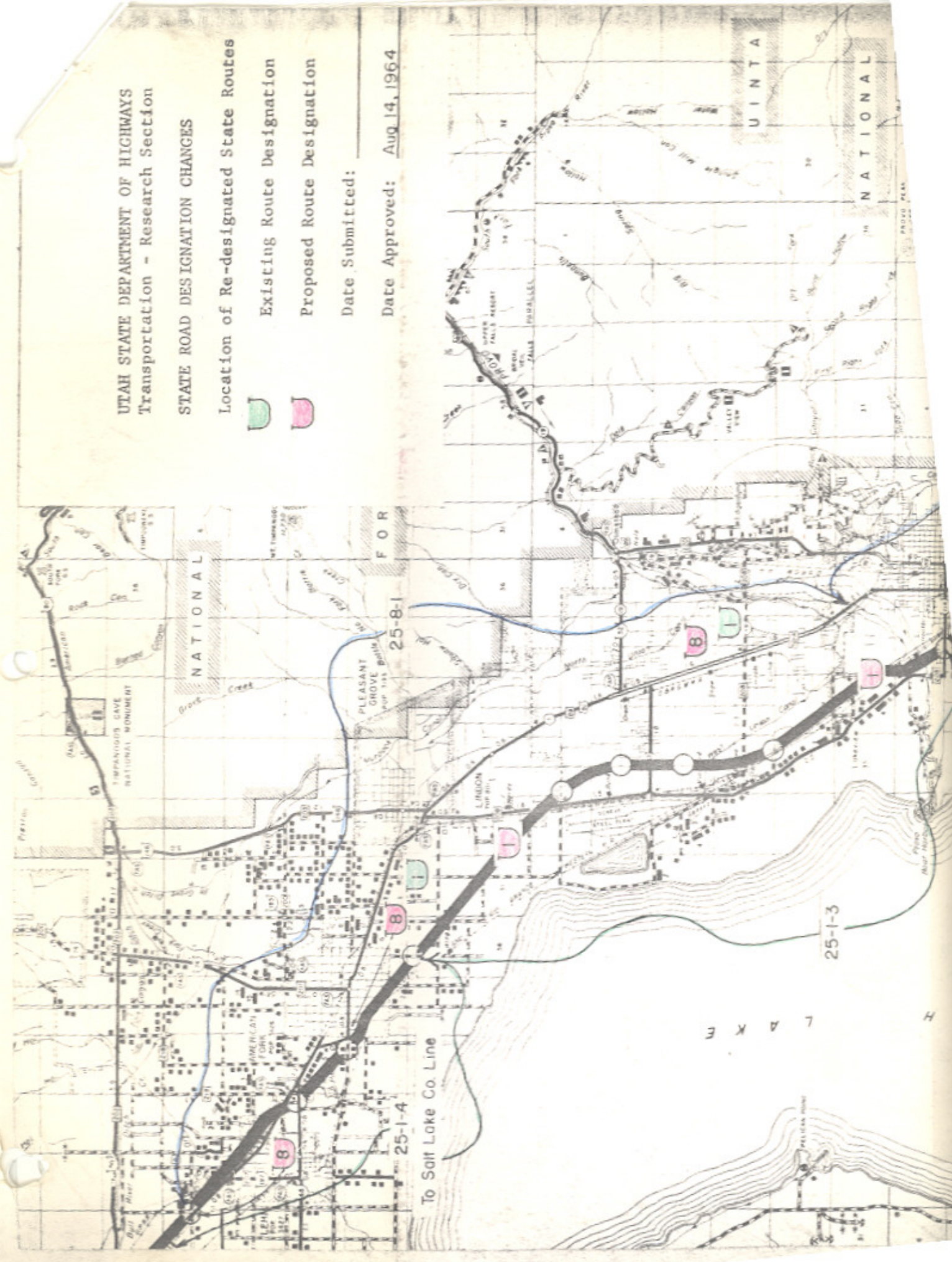
Location of Re-designated State Routes

Existing Route Designation

Proposed Route Designation

Date Submitted:

Date Approved: Aug 14, 1964





Maintenance Section numbers for State
Route 8 not shown on map in Utah County.

25-8-5 Thistle Junction to Wasatch
County line.

25-8-6

RESOLUTION T^h

State Routes 2, 6, 8, 15, 24, 26, 29, 44, 54, 123, 155, 236, 259

WHEREAS, with the completion of various projects resulting in the re-construction of new roadway on new alignment and

WHEREAS, portions of the old alignment will no longer serve as roadways but nevertheless other sections will still serve as public roads, though not justified as part of the State Highway System and

WHEREAS, a physical inventory was made of all roadways concerned in this resloution and

WHEREAS, all county officials concerned were contacted and their letters of concurrence in our recommendations are forthcoming and

WHEREAS, it has been recommended by the District Engineers concerned.

NOW THEREFORE, pursuant to Authority 12-27-12, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

22-2-4 1. Route 2 - Summit County, Project I-80-4(8)190, west of Wyoming line, a distance of 4.373 miles built on new location. Three sections of the old roadway are no longer within the N/A line and are of no further use as public roadway, therefore all portions of roadway on old alignment are abandoned, a distance of 4.200 miles, resulting in an increase of 0.173 mile in the State System of Highways.

24-6-2 Route 6 - Uintah County, Project F-015-3(4) west of Vernal, a distance of 2.055 miles built on new location. All portions of old alignment have either been obliterated or barricaded by barriers, therefore, all portions of the old alignmnet are abandoned, a distance of 2.405 miles, resulting in a decrease of 0.350 mile in the State System of Highways.

85-1 Route 8 - Emery County, Projects F-028-3(5) and F-028-3(6) south of

Carbon County line, a total distance of 14.712 miles built on new location. All portions of the old alignment have either been obliterated, including removal of some structures, or barricaded, with the exception of that portion of old alignment from a connection with the new alignment south of Price River northerly to Woodside, a distance of 0.7 + - mile. Therefore, all portions of the old alignment are being abandoned, a distance of 14.299 miles, with the exception of that portion that is being used as a public road from a connection with the new alignment south of Price River to Woodside which is transferred to the jurisdiction of Emery County, resulting in an increase of 0.7 + - mile in Emery County "B" mileage and a decrease of 0.287 mile in the State System of Highways.

3.15-2 Route 15 - Kane County, Projects F-014-1(2) and FLH-37-(1) east of Zion Park Boundary, a distance of 2.809 built on new location. All portions of the old alignment have been closed to the public with the exception of that portion of the old alignment from a connection with the new alignment northeasterly to a mine road, a distance of 0.400 mile. Therefore, all portions of the old alignment are abandoned, a distance of 3.942 miles, with the exception of that portion being used as a connecting roadway to the mine road which is transferred to the jurisdiction of Kane County, resulting in an increase of 0.4 + - mile in Kane County "B" mileage and a decrease of 1.533 mile in the State System of Highways.

28-20-4 Route 24 - Wayne County, Projects NS-371(1) and S-0371(5) east of Capitol Reef Monument, a distance of 14.484 miles built on new location. From Engineer Station 851 + - to 652 + - transferred to the jurisdiction of Wayne County, a distance of 3.600 miles, all remaining portions of the old alignment have been obliterated and, therefore, are abandoned, a distance of 11.646 miles, resulting in an increase of 3.6 + - miles in Wayne County "B" mileage and a decrease of 0.762 mile in the State System of Highways.

12-26-4 Route 26 - Juab County, Project F-029-3(2) from a junction with State Route 148 southwesterly, a distance of 6.615 miles built on new location. From

Engineer Station 1201 + - to 1115 + - the old alignment has been obliterated and, therefore, is abandoned, a distance of 1.949 mile. From Engineer Station 1115 + - to 85 + - to be transferred to the jurisdiction of Juab County, a distance of 5.030 miles, resulting in an increase of 5.0 + - miles in Juab County "B" mileage and a decrease of 0.364 mile in the State System of Highways.

8.29-1 Route 29 - Emery County, Project NR-29-1 Sanpete County line easterly, a distance of 5.908 miles built on new location. All portions of old roadway abandoned, a distance of 1.900 mile, as it will be inundated as a result of the construction of Joes Valley Reservoir, resulting in an increase of 4.008 miles in the State System of Highways.

8.30-2 Route 44 - Daggett County, Project S-0192(1) south of Manila, a distance of 2.186 miles built on new location. From Engineer Station 2145 + - to 2069 + - will serve as a public roadway and, therefore, is transferred to the jurisdiction of Daggett County, a distance of 2.400 miles, resulting in an increase of 2.4 + - miles in Daggett County "B" mileage and a decrease of 0.712 mile in the State System of Highways.

8.31-2 Route 54 - Garfield County, Project S-0392(5) near Escalante, a distance of 3.818 miles built on new location. From Engineer Station 226 + - to 111 + - to be abandoned as connections to this section of old alignment have been obliterated, a distance of 2.727 miles. From Engineer Station 111 + - to 44 + - to be transferred to the jurisdiction of Garfield County, a distance of 1.046 mile and from Engineer Station 44 + - 25 + - be transferred to the jurisdiction of Escalante City, a distance of 0.629 mile, resulting in an increase of 0.6 + - mile in the Escalante City "C" mileage, an increase of 1.0 + - mile in Garfield County "B" mileage and a decrease of 0.584 mile in the State System of Highways.

8.32-1 Route 123 - Carbon County, Project S-0294(1) near Sunnyside, a distance of 0.625 mile built on new location. All portions of old alignment will still serve as a public road, a distance of 0.691 mile and, therefore, will be transferred to

52

The construction on new location, transfers and abandonments indicated in the accompanying resolution resulted in a total of 64.816 miles being built on new location, 0.629 mile transferred to City "C" mileage, 18.767 miles transferred to County "B" mileage and 46.095 miles abandoned, resulting in a decrease of 0.675 mile in the State System of Highways.

the jurisdiction of Carbon County, resulting in an increase of 0.7 + - mile in Carbon County "B" mileage and a decrease of 0.066 mile in the State System of Highways.

8-156-1
5-236-1 Route 155 and 236 - Project NS-338(1) 1.8 mile northeast of Huntington, a distance of 0.492 mile built on new location. All portions of old alignment abandoned as they will be inundated by the construction of Huntington Reservoir, a distance of 0.47 mile, resulting in an increase of 0.017 mile in the State System of Highways.

13-289-1 Route 259 - Kane County, Project F-035-1(4) Kanab easterly, a distance of 6.739 miles built on new location. From Engineer Station 98 + - to 266 + - and commencing again at Station 295 + - to 383 + - to be transferred to the jurisdiction of Kane County, a distance of 4.900 miles, as they will still serve as a public roadway, all remaining portions of the old alignment have been made inaccessible, a distance of 2.054 miles, therefore, are abandoned, resulting in an increase of 4.9 + - miles in Kane County "B" mileage and a decrease of 0.215 mile in the State System of Highways.

2. That the maps attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 19th day of April, 1965.

STATE ROAD COMMISSION OF UTAH

Walter S. Hamilton
Chairman

Frank Deth
Commissioner

Elmer Strong
Commissioner

Clem A Church
Commissioner

Ernest Ralph
Commissioner

ATTEST:

Rebecca C. Brassard
acting Secretary

Office Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

TO : Mr. Dale B. Burningham
Chief Research Engineer, Research Section

DATE: January 26, 1965

RECEIVED

FROM : Mr. W. E. Mickelson
District Engineer

WEM

1965 JAN 28 AM 10 33

SUBJECT: Status of Old Roads

1-80-4(8)190 Wahsatch to the Wyoming State Line
F-001-8(2) Bear River Bridge East of Corinne

UTAH STATE
DEPT. OF HIGHWAYS

The status of the old abandoned roads on the subject projects have been reviewed and following is my recommendation:

1. F-001-8(2) The old road should remain as it is at the present time. It lies on right-of-way that we have by agreement from the railroad. In addition, the old road and bridge are intended to be used for a stock trail for crossing the Bear River.
2. 1-80-4(8)190 Three sections of the old road are no longer within the N/A lines, as itemized below, and are of no further use to us for roadway purposes. These three sections should revert to private ownership.

820 ± - 836 ± right side

958 ± - 971 ± right side

984 ± - 991 ± left side

Office Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

TO : B. Dale Burningham, Chief Research Engr. DATE: January 25, 1965
FROM : J. Q. Adair, Dist. Engr.
SUBJECT: Road Deletions

RECEIVED
1965 JAN 26 AM 10

UTAH STATE
DEPT. OF HIGHWAYS

We have listed the following projects that have been constructed in the last couple of years and sections of road that should be deleted from our system:

S-0294(1) Dragerton (Culvert & Approaches)
F-028-3(6) Woodside Northerly
NR-29(1) 7 Miles W. of Orangeville (Joe's Valley)
NS-338(1) Huntington Northerly - Mohrland Connection
NR-24-2(1) Huntington North on SR-10

The NR-24-2(1) Huntington North Section has bypassed the location where the Huntington Reservoir is being constructed by the Bureau of Reclamation. A portion of this right-of-way has probably been acquired by the Bureau of Reclamation people.

JQA:sj

Route Number	Report Number	Rock Section Number	mi East of New London	Miles Trans To City	Miles Trans To Route	Miles to Newnan	Total miles Collected
2	I-15-4 (8) 190	Summit	2.2-2-4	4.373		4.200	4.200
6	F-015-3 (4)	Winth	2-4-2	2.355		2.405	2.405
8	F-128-3 (5)	Emerg	8-8-1	6.120		6.087	6.087
8	F-028-3 (6)	"	8-8-1	8.592		8.212	8.912
15	F-014-1 (2)	Kane	13-15-2	2.305	0.400	2.927	3.327
15	FLH-37 (1)	"	13-15-2	4.504		1.015	1.015
24	NS-371 (1)	Madona	28-24-4	5.623	3.600	2.412	6.012
24	S-0371 (5)	"	28-24-4	8.861		9.234	9.234
26	F-024-3 (2)	Ival	12-26-1	6.615	5.030	1.949	6.979
29	MR-22-1	Emerg	8-29-1	5.908		1.900	1.900
44	S-0192 (1)	Daggett	5-44-2	2.186	2.400	0.498	2.898
54	S-0392 (5)	Garfield	9-54-2	3.818	1.046	2.727	4.402
123	S-0294 (1)	Carbon	4-123-1	4.625	0.691		0.691
236	(Due to Ryeckth, NS-338 (1)) NS-338 (1)	Relocation of SR-236 Emerg	8-155-1	No Construction		0.250	0.250
236		"	8-236-1	4.492		4.225	4.225
236	F-035-1 (4)	Kane	13-239-1	6.739	4.900	2.054	6.954
				69.816	0.629	18.767	46.095

Route Section	Miles East of New London	Miles from City	Miles from to Land	Miles to Water	Total miles to Water	Total miles to Water
24-2-4	4,373			4,220	4,200	+ 0.173
24-4-2	2,465			2,425	2,405	- 0.350
8-8-1	6,120			6,087	6,087	+ 0.033
8-8-1	8,592		0.700	8,212	8,912	- 0.320
13-15-2	2,305		0.400	2,927	3,327	- 1.022
13-15-2	4,504			1,815	1,815	- 4.511
16-14-4	5,625		5,600	2,412	6,012	- 0.387
28-24-4	8,861			9,234	9,234	- 0.373
12-26-1	6,615		5,030	1,949	6,979	- 0.364
8-29-1	5,908			1,900	1,900	+ 4.008
5-14-2	2,186		2,400	4,448	2,898	- 4.712
9-54-2	5,818	0.629	1,046	2,727	4,402	- 0.584
4-123-1	0.625		0.691		0.691	- 0.066
6-153-1	No Construction			0.250	0.250	- 0.250
8-236-1	0.492			4.225	0.225	+ 0.247
13-259-1	6,739		4,900	2,054	6,954	- 0.215
	64,816	0.629	18,767	46,095		- 0.675



OFFICE OF
Kane County Clerk

KANAB, UTAH

March 12, 1965

Utah State Department of Highways
Transportation - Research Section
State Office Building
Salt Lake City, Utah

Re: Kane County
Nos: F-014-1 (2)
FLH 37 (1)

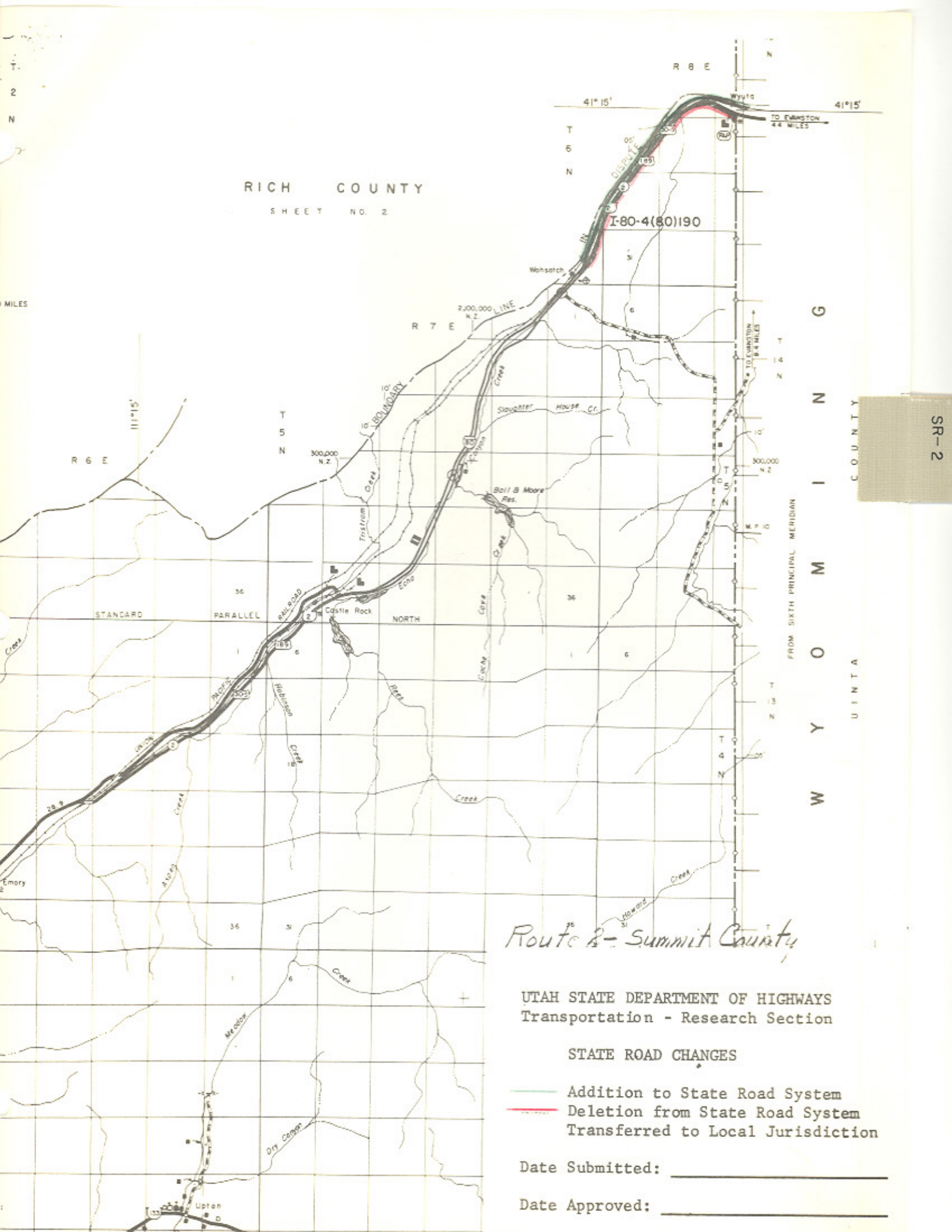
Gentlemen:

Please be advised that the Kane County Commission will be very happy to accept as additions to the Kane County Road System your projects Nos. F-014-1 (2) and FLH-37 (1) for county supervision and maintainance.

Yours very truly,

KANE COUNTY COMMISSION

By Thomas H. Haycock
Thomas H. Haycock
Kane County Clerk



RICH COUNTY
SHEET NO. 2

I-80-4(80)190

Route 2 - Summit County

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

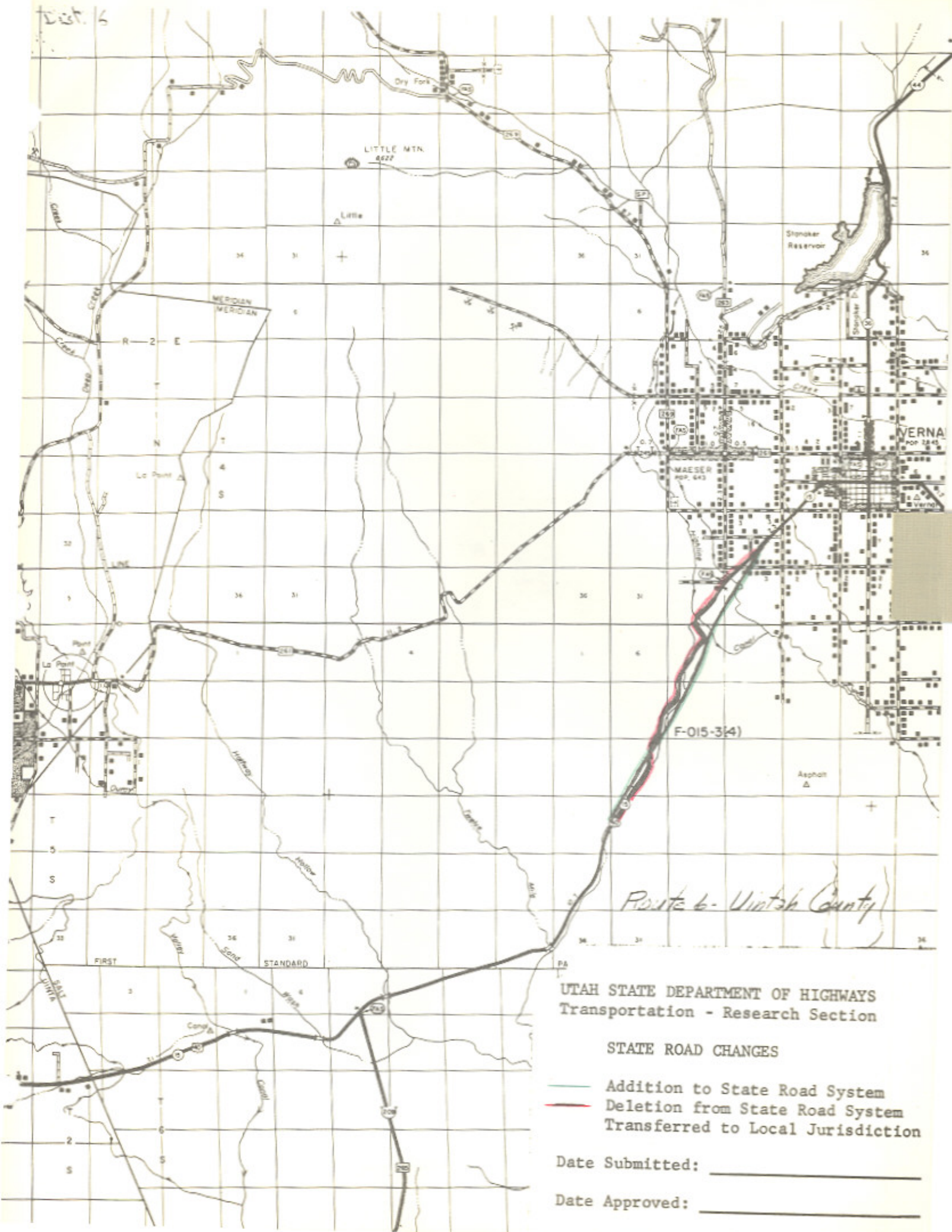
STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____

Dist. 6



SR-6

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

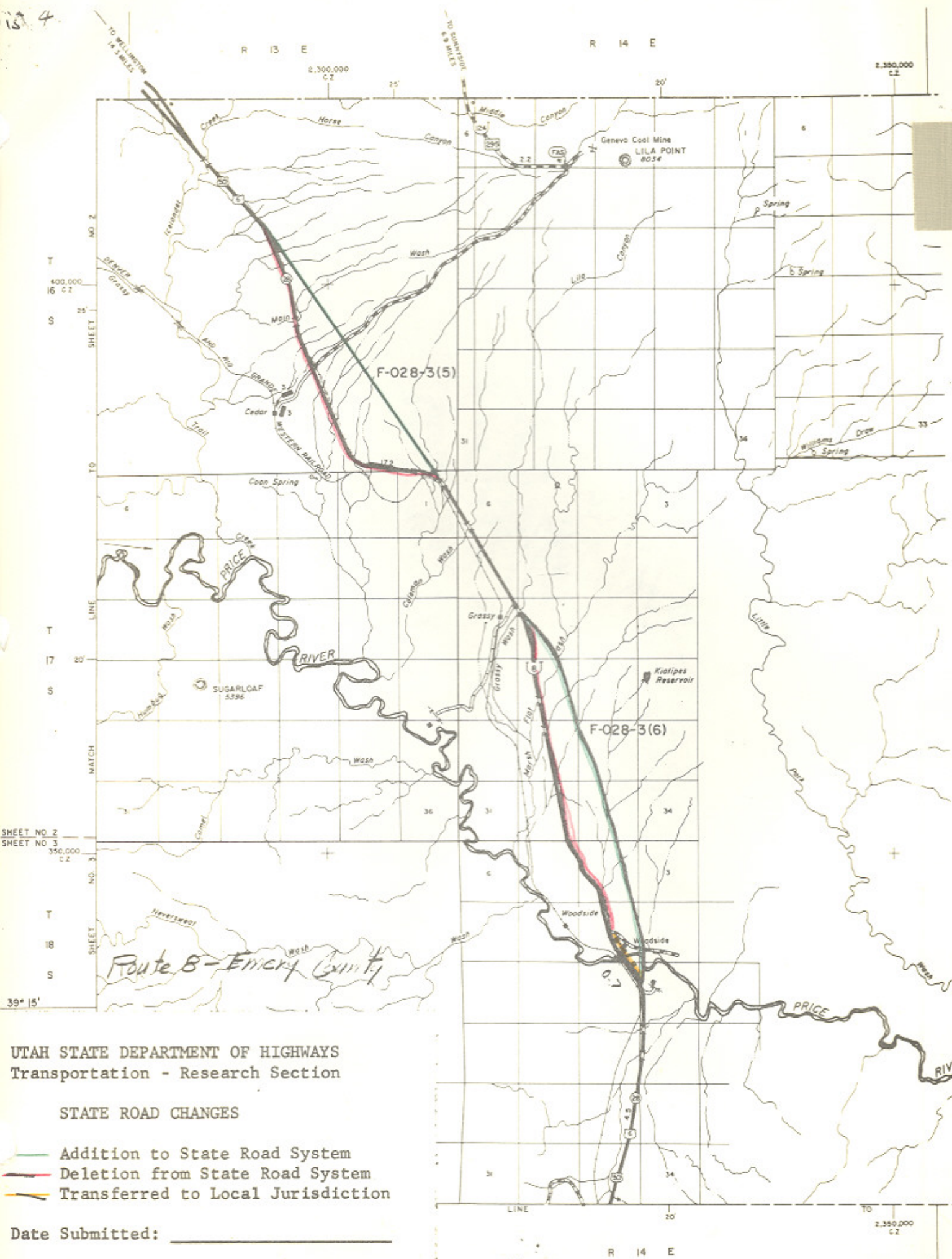
STATE ROAD CHANGES

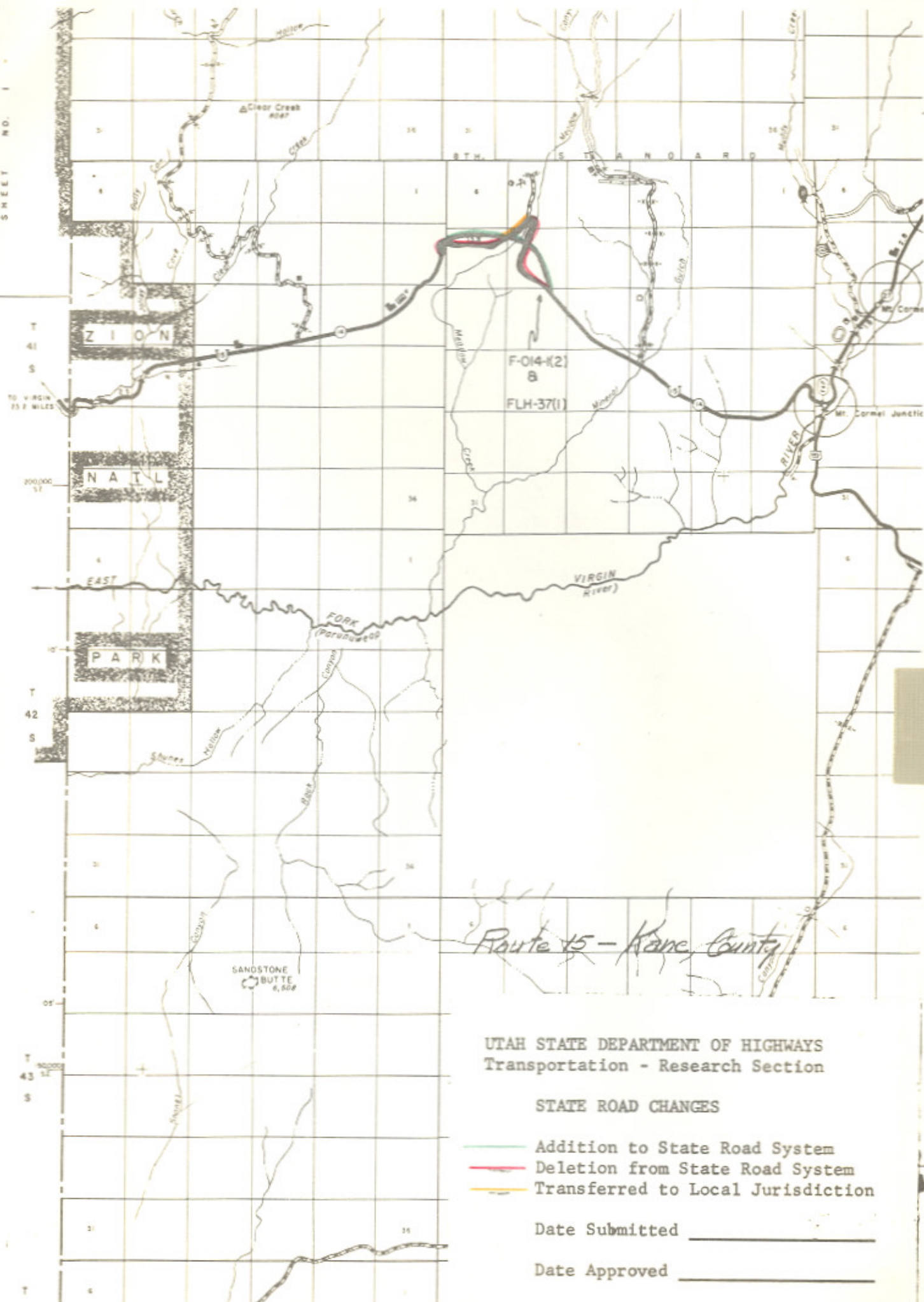
- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____

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UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted _____

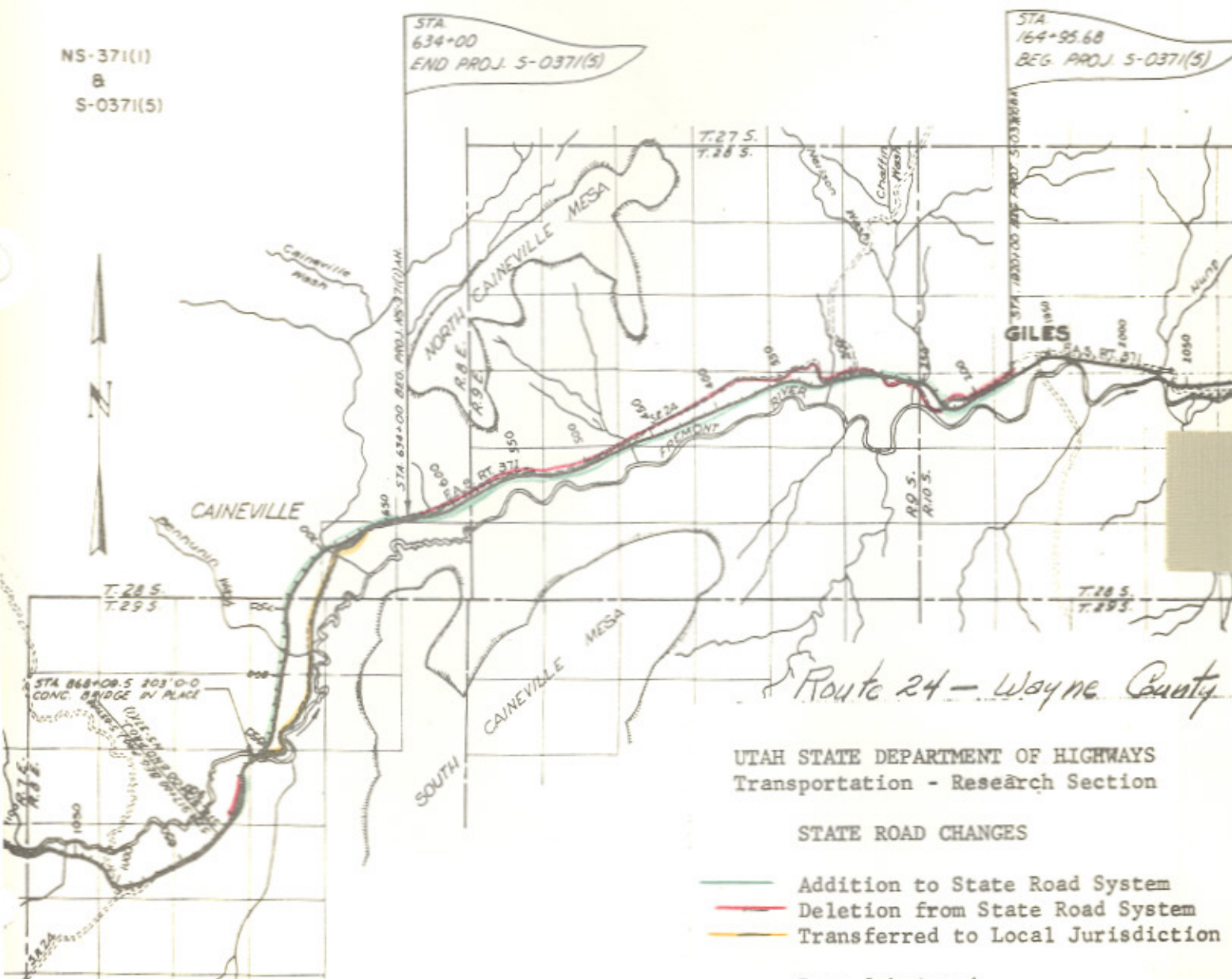
Date Approved _____

Dist. 7

NS-371(1)
8
S-0371(5)

STA.
634+00
END PROJ. S-0371(5)

STA.
164+95.68
BEG. PROJ. S-0371(5)



SR-24

Route 24 - Wayne County

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted _____

Date Approved _____

list: 6



Route 26 - Juab County

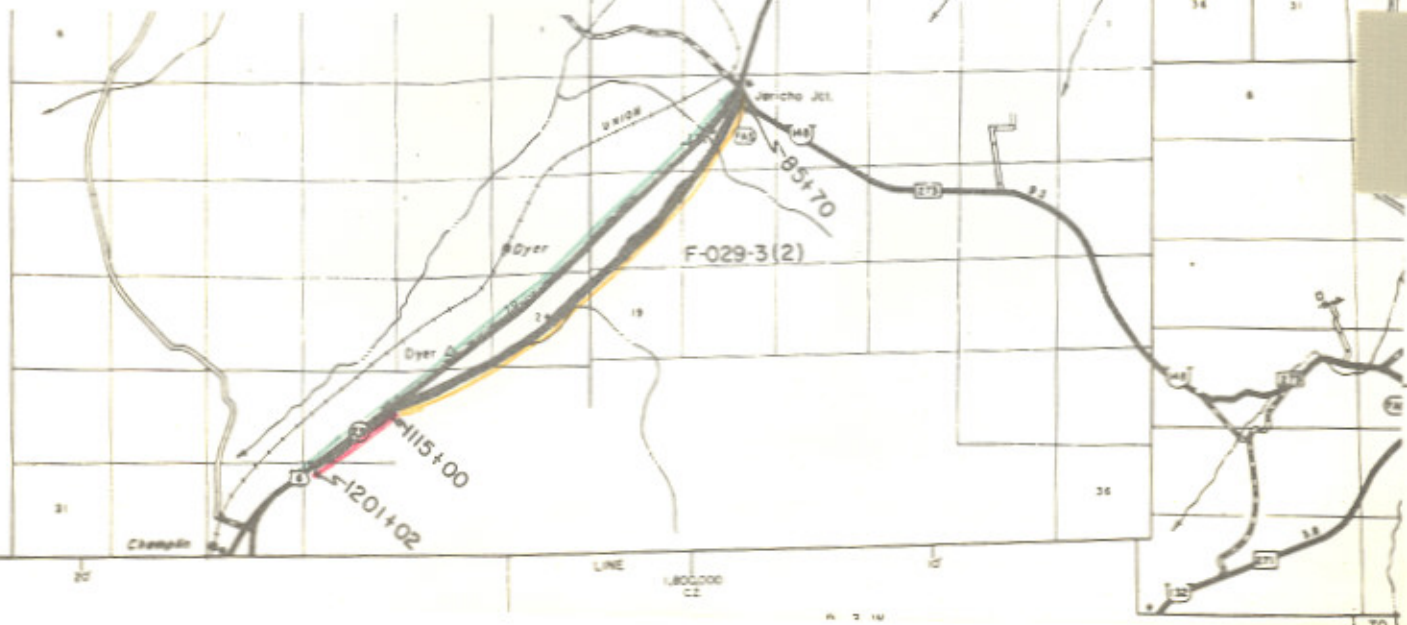
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

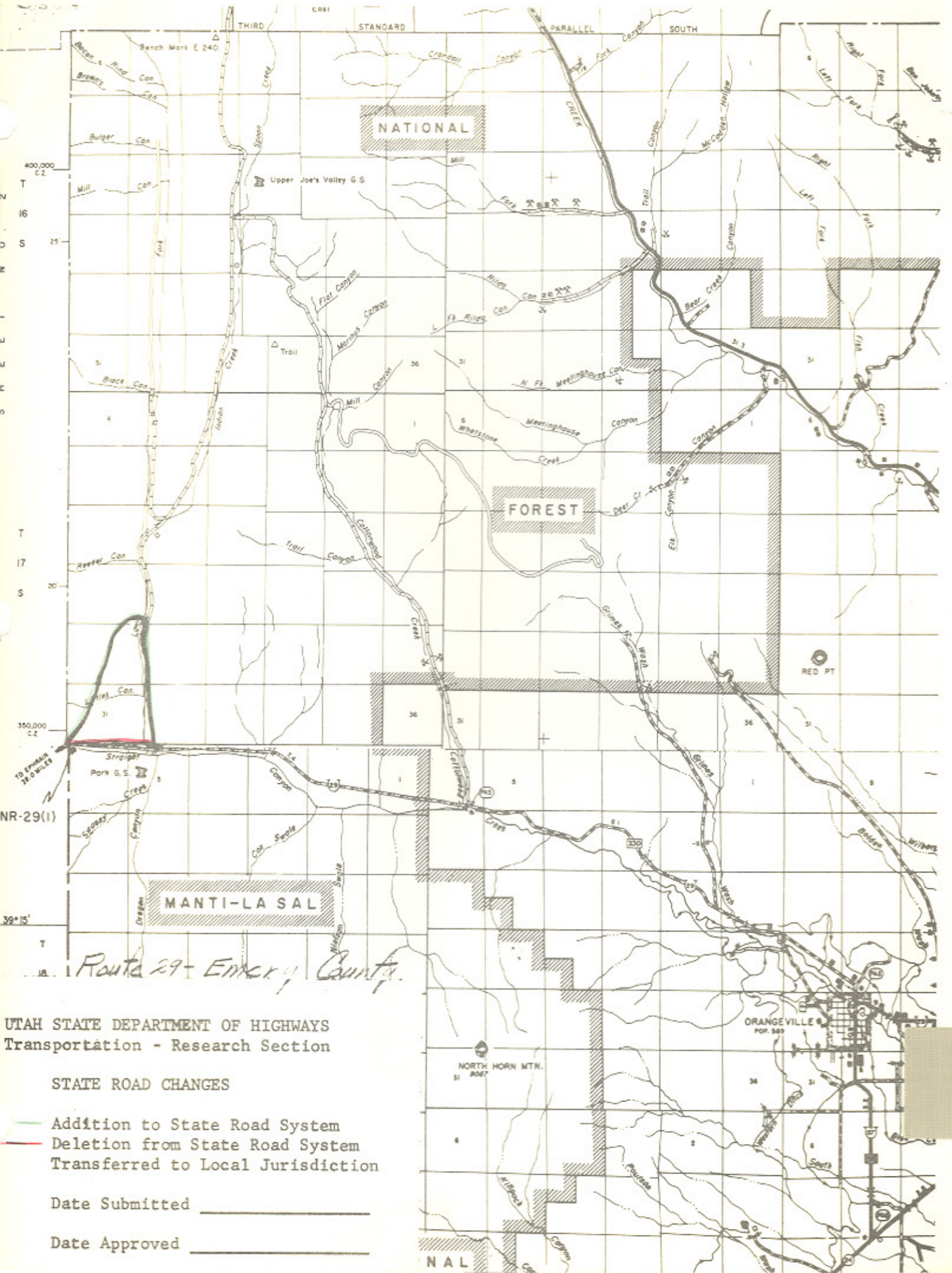
- Addition to State Road System
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- Transferred to Local Jurisdiction

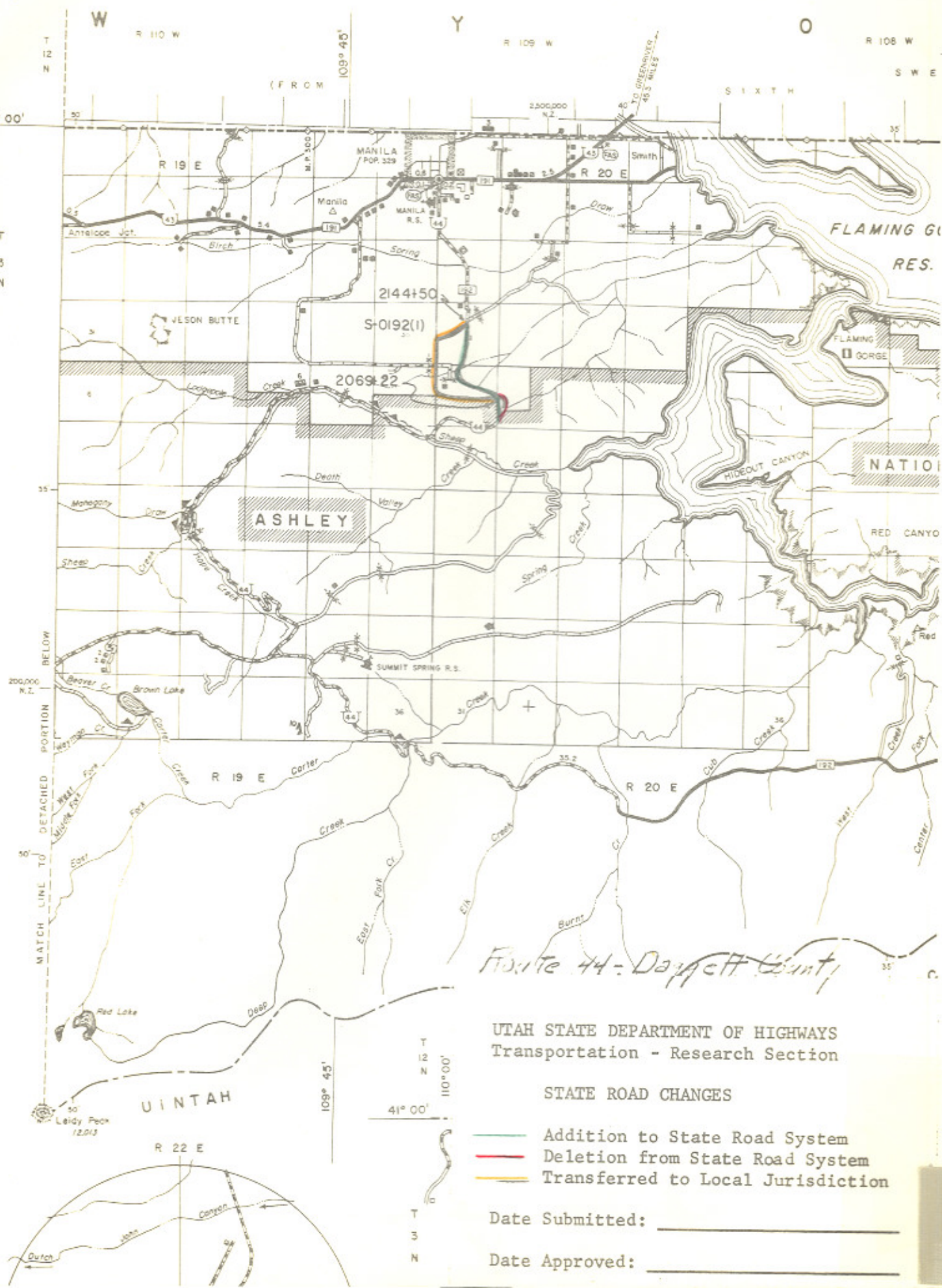
Date Submitted: _____

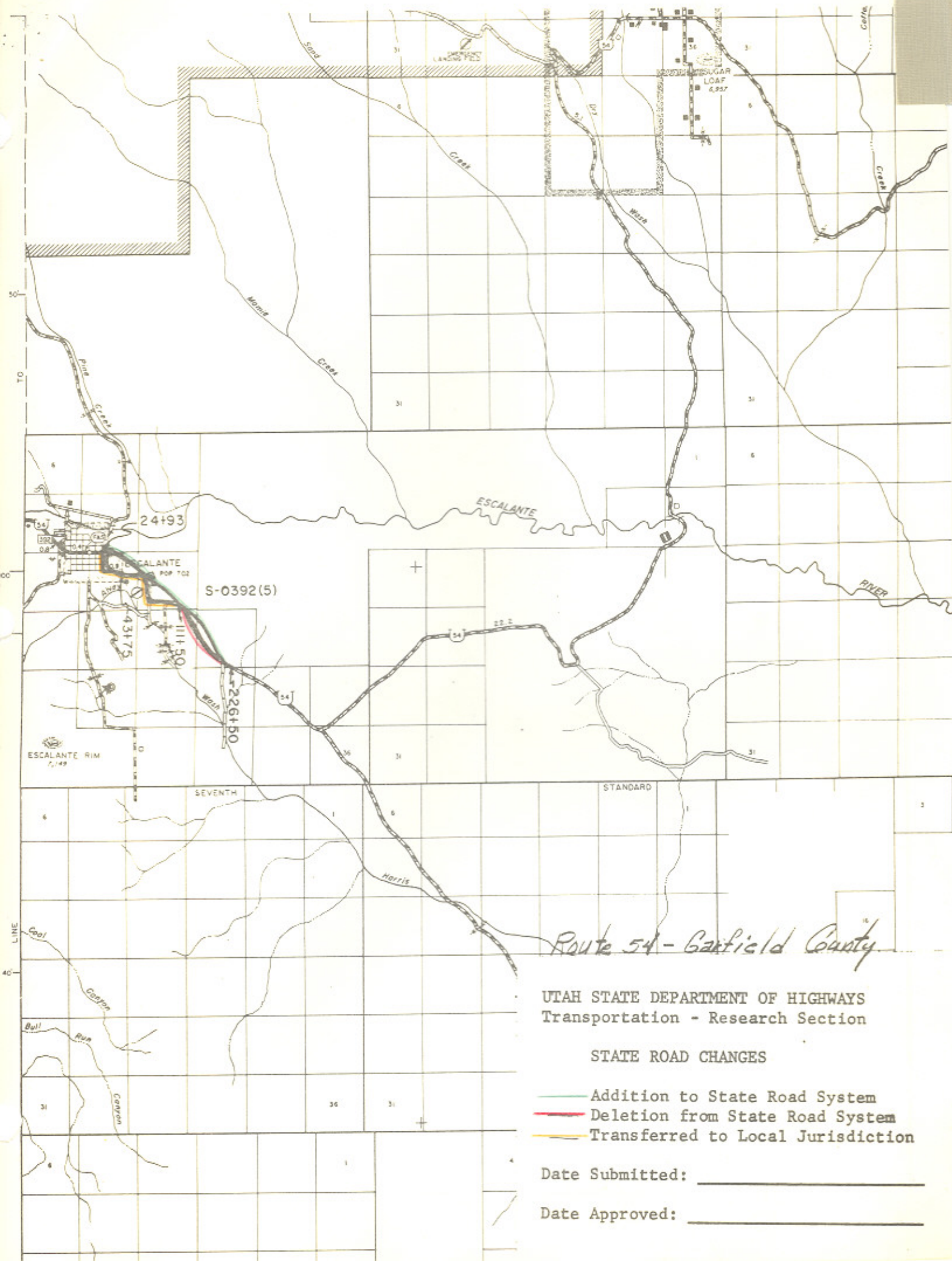
Date Approved: _____

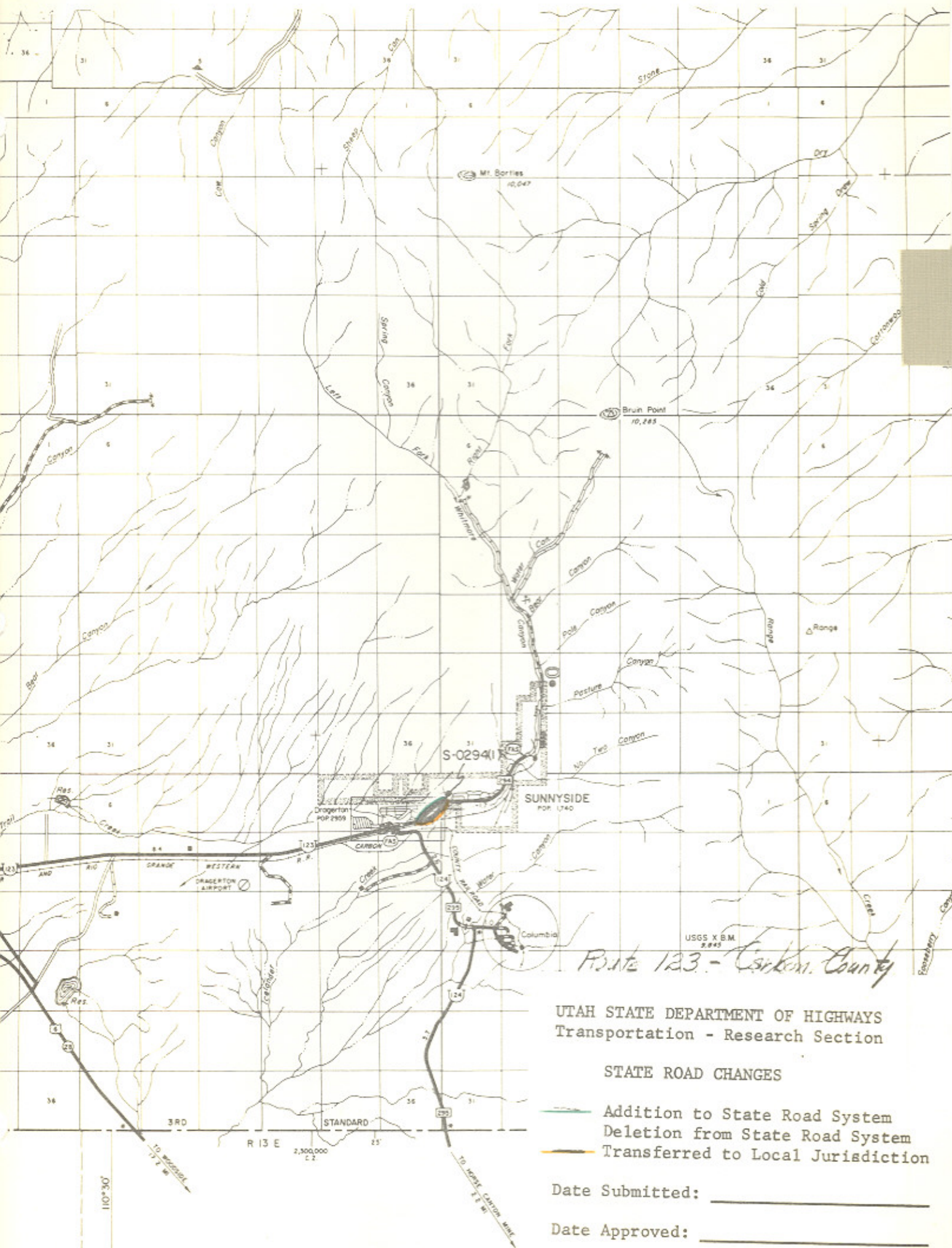


SR-26









UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

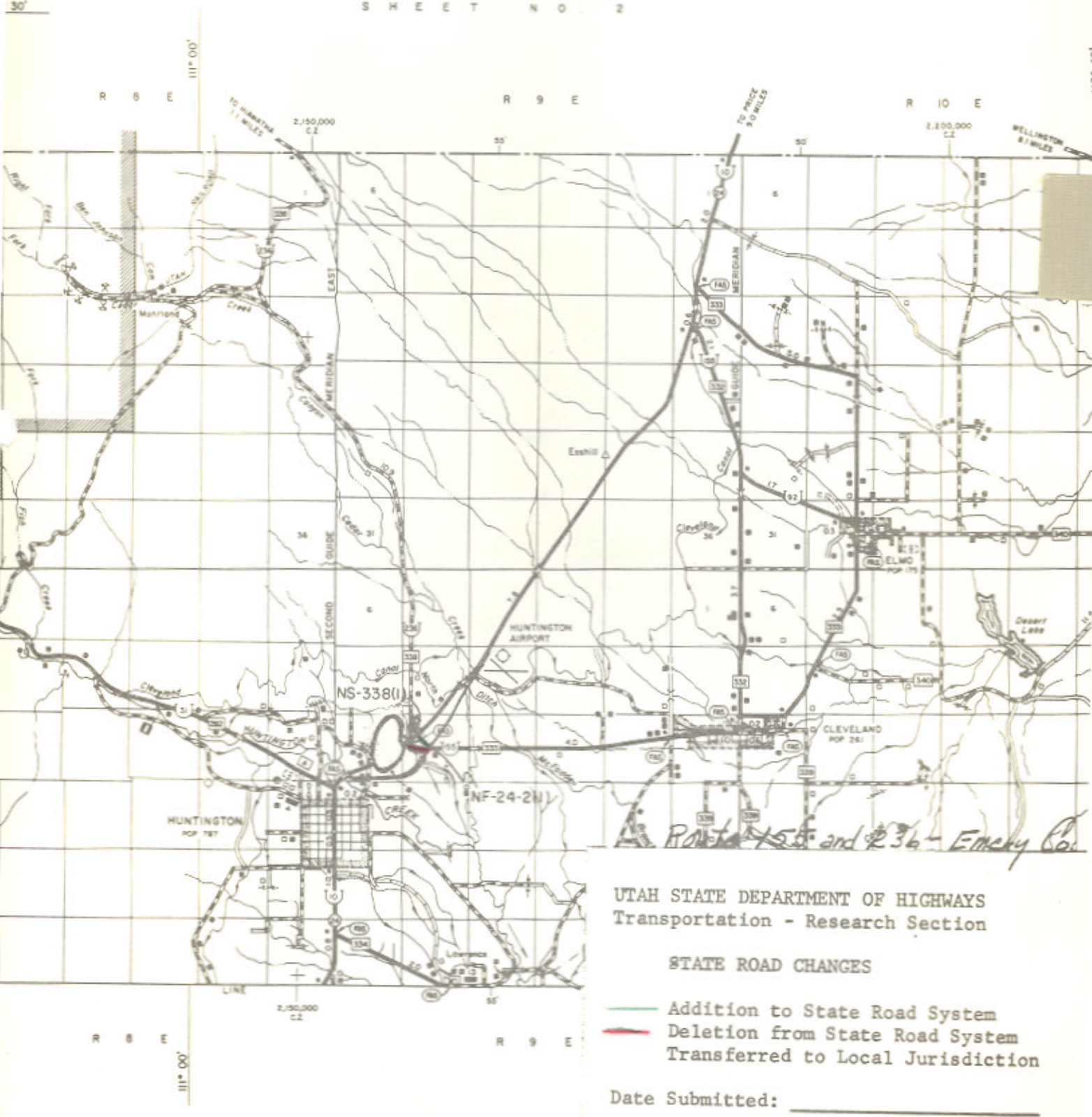
- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____

D 88 4

C A R B O N C O U N T
S H E E T N O 2



SR-236
8/15/1955

Route 155 and 236 - Emery Co.

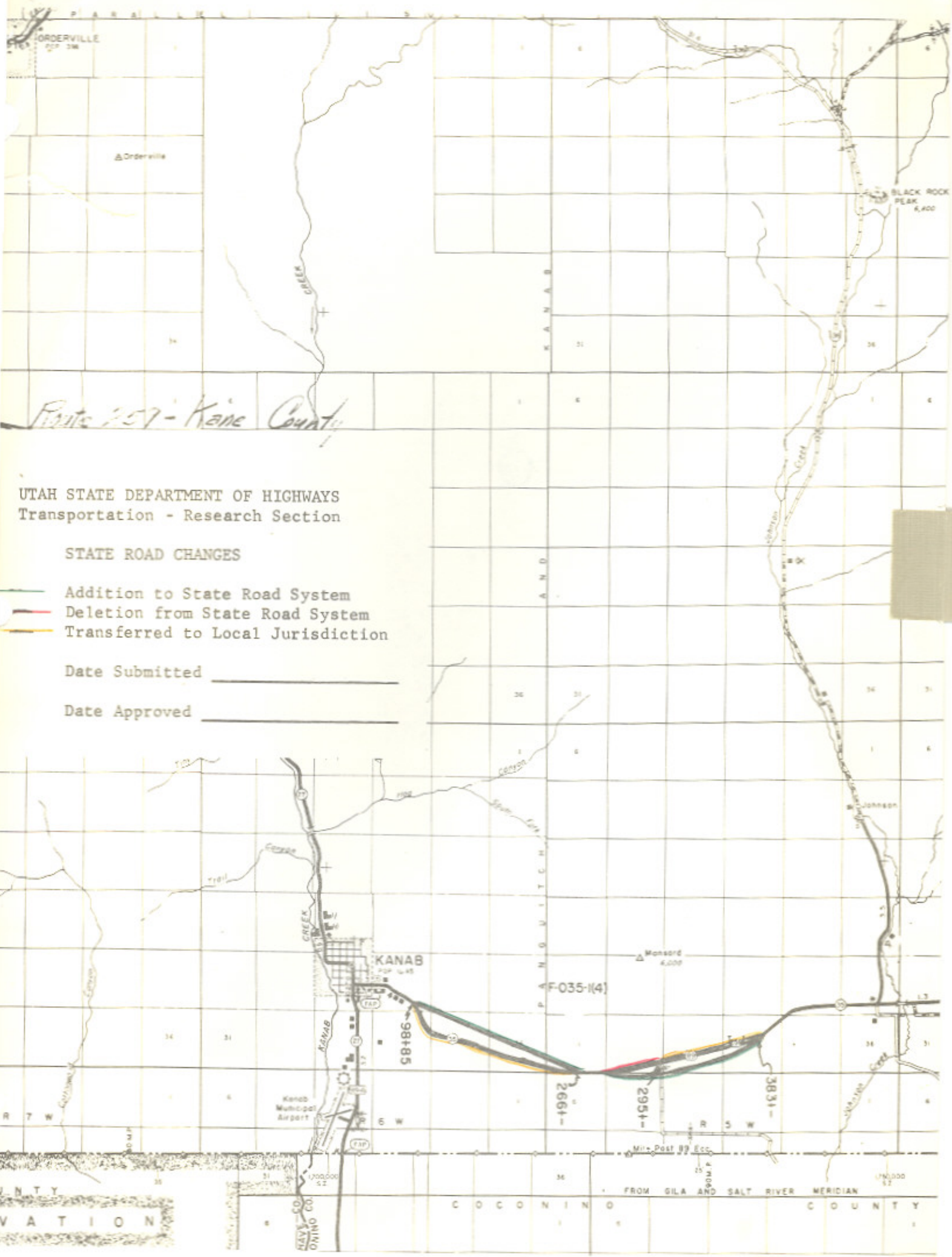
UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____



ORDERVILLE
POP 398

△ Orderville

BLACK ROCK
PEAK
6,400

Route 257 - Kane County

UTAH STATE DEPARTMENT OF HIGHWAYS
Transportation - Research Section

STATE ROAD CHANGES

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted _____

Date Approved _____

KANAB
POP 1,445

△ Montford
4,000

98485

2661-

2951-

3831-

UNTY
VATION

COCOONINGO

FROM GILA AND SALT RIVER MERIDIAN

SR-259

RESOLUTION

State Route 8

WHEREAS, with the completion of Project F-028-2(11) in Price Canyon, a distance of 9.090 miles has resulted in the construction on new alignment sections of roadway and,

WHEREAS, portions of the old alignment will still serve as a public roadway although not justified as a part of the State System of Highways and,

WHEREAS, to maintain continuity in the State System of Highways and,

WHEREAS, it has been recommended by Mr. J. Q. Adair, District Engineer, that the road changes be made as follows:

NOW THEREFORE, pursuant to the Authority of Section 27-12-27, UCA, 1953, AS AMENDED, it is hereby resolved as follows:

1. That all portions of highway constructed on new alignment as a result of Project F-028-2(11) be designated as a part of State Route 8.
2. That the old alignment of State Route 8 from a point near the Utah-Carbon County line northwesterly, a distance of 1.1 + - miles, to a junction with State Route 8 be transferred to the jurisdiction of Utah County.
3. That the old alignment of State Route 8 between Engineer Stations 1265+50 to 1278+80 be transferred to the jurisdiction of the United States Department of Interior, Bureau of Land Management.
4. That all remaining portions of the old alignment of State Route 8 be abandoned from the State System of Highways.
5. That by this action State Highway System mileage will decrease 0.6 + - mile and Utah County "B" mileage will increase 1.1 + - miles.
6. That Exhibit "A" attached herewith illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 6th day of October, 1966.

SR-8
127

STATE ROAD COMMISSION OF UTAH

Eliaz J. Strong
Vice Chairman

Clem H. Church
Commissioner

Ernest A. Salk
Commissioner

Frank Fitch
Commissioner

Commissioner

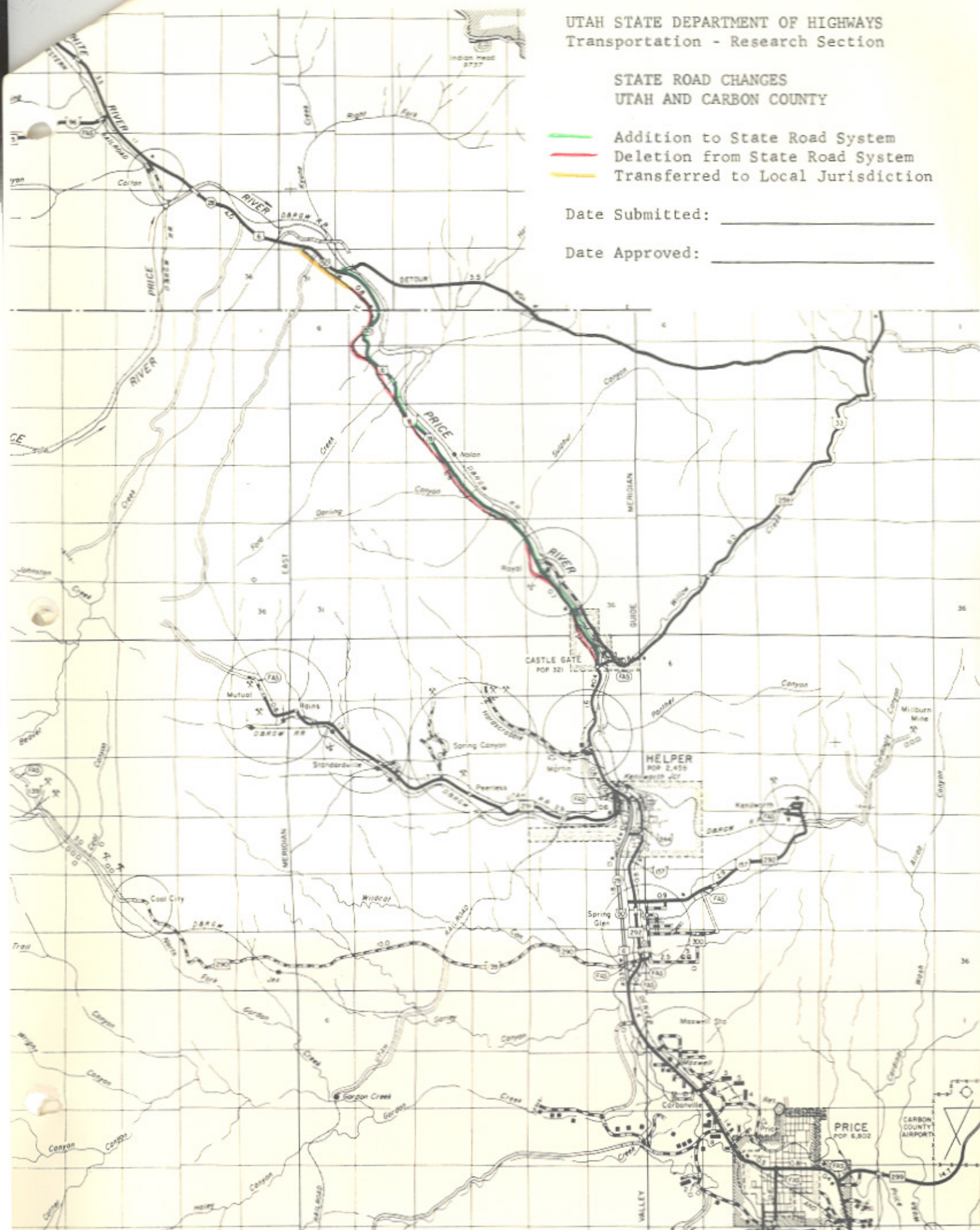
ATTEST:

Dennis A. Leavelle
Secretary

STATE ROAD CHANGES UTAH AND CARBON COUNTY

Addition to State Road System
Deletion from State Road System
Transferred to Local Jurisdiction

Date Approved: _____



Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: August 16, 1966

TO : B. Dale Burningham
Chief Research Engineer

FROM : J. Q. Adair
District Four Engineer *JQ*

SUBJECT: Realignment of Primary System

*Done
9/27/66*

The Price Canyon project has been completed and we have realigned the road all the way through the Canyon. In some areas the road has not been disturbed, but in other areas we have built the road at a lower elevation and have taken out the old highway. The attached map shows in green the approximate location of the old road. This should be taken off the system and replaced with a new alignment.

*Done
8/19/66*

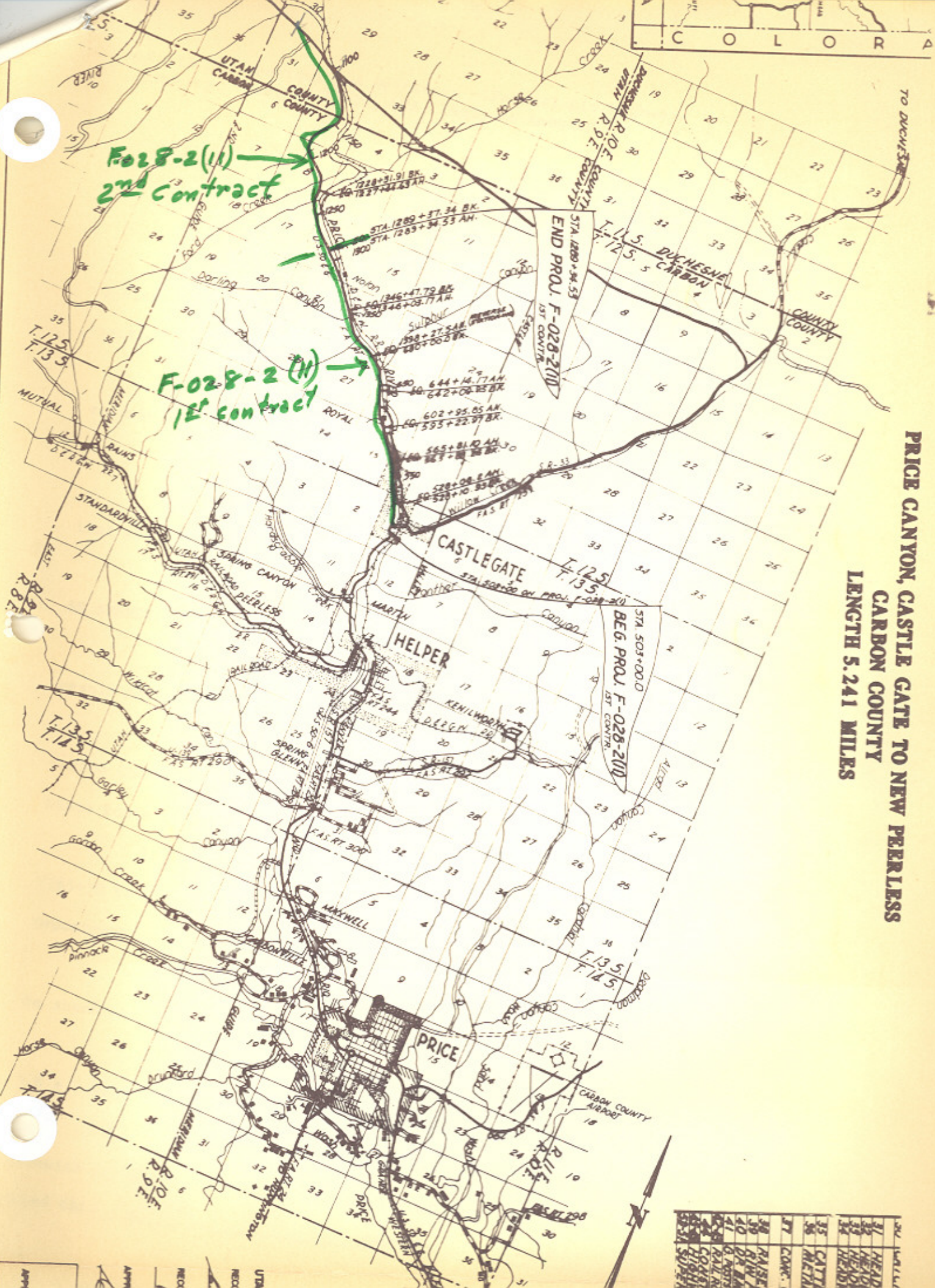
Also, we have realigned the U. S. 50 & 6 just north of Cane Springs and this is shown in green on the attached map. The old location should be taken off the highway system and turned over to the San Juan County.

JQA:kl

Attachments

PRICE CANYON, CASTLE GATE TO NEW PEARLESS
CANYON CONTINUED

**CARBON COUNTY
LENGTH 5.241 MILES**



**PRICE CANYON, CASTLE GATE TO NEW PEARLESS
CARBON COUNTY
LENGTH 5.241 MILES**



STATION	WATER BASIN	FT. 12.5
31	NEADWALL	1511
32	NEADWALL	1511
33	NEADWALL	1511
34	NEADWALL	1511
35	CATTLE GUARD	1511
36	METAL END SECTIONS	1511
37	CONC. CURB	1511
38	RAISED MEDIAN	1511
39	RAISED MEDIAN	1511
40	RAISED MEDIAN	1511
41	RAISED MEDIAN	1511
42	RAISED MEDIAN	1511
43	RAISED MEDIAN	1511
44	RAISED MEDIAN	1511
45	RAISED MEDIAN	1511
46	RAISED MEDIAN	1511
47	RAISED MEDIAN	1511
48	RAISED MEDIAN	1511
49	RAISED MEDIAN	1511
50	RAISED MEDIAN	1511

UTAH STATE DEPARTMENT OF HIGHWAYS
RECOMMENDED FOR APPROVAL August 1964
DIRECTOR OF HIGHWAY DESIGN
RECOMMENDED FOR APPROVAL August 1964
ENGINEER OF PLANS AND CONTRACTS
APPROVED August 1964
DIRECTOR OF HIGHWAYS
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED
DATE

Interim Designations and Deletions - Federal-aid Highways
Authority: Sec. 27-12-27, UCA, 1953, As Amended

R E S O L U T I O N

State Route 8 & 4

WHEREAS, with the completion of Projects F-028-3(7) and I-70-3(8)160 west of Green River in Emery County has resulted in the construction on new alignment sections of new roadway and,

WHEREAS, the remaining alignment of the old roadway will not serve as a public roadway and,

WHEREAS, it has been recommended by Mr. Earl Johnson, District Engineer, and concurred in by the Emery County Commission, that the old alignment of State Route 8 west of Green River be abandoned. That State Route 8 be transferred to the new alignment resulting from the construction of Project F-028-3(7) and a portion of Project I-70-3(8)160 to the West Green River Interchange and,

WHEREAS, in compliance with the resolution adopted by the Utah State Road Commission on August 20, 1962, designating Interstate Route 70 as State Route 4, as maintenance responsibility is assumed.

NOW THEREFORE, pursuant to the Authority of Section 27-12-27, UCA, 1953, As Amended, it is hereby resolved as follows:

1. That all portions of highway constructed on new alignment as a result of Project F-028-3(7) and a portion of Project I-70-3(8)160 connecting this roadway to Interstate Route 70 at the Green River West Interchange be designated as a part of State Route 8.
2. That the portion of Project I-70-3(8)160 presently being used as traveled way, be designated as a part of State Route 4.
3. That the old alignment of State Route 8, west of Green River, a distance of 4.3 + - miles be abandoned.

4. That by this action State Highway System mileage will increase
1.6 + - miles.

5. That the map attached herewith illustrating the action taken
herewith is hereby incorporated as a part of this submission.

Dated this 29th day of March, 1968.

STATE ROAD COMMISSION OF UTAH

Auston V. Hamilton
Chairman

Glen A. Church
Commissioner

Leslie H. Hunt
Commissioner

Thomas G. Galt
Commissioner

Commissioner

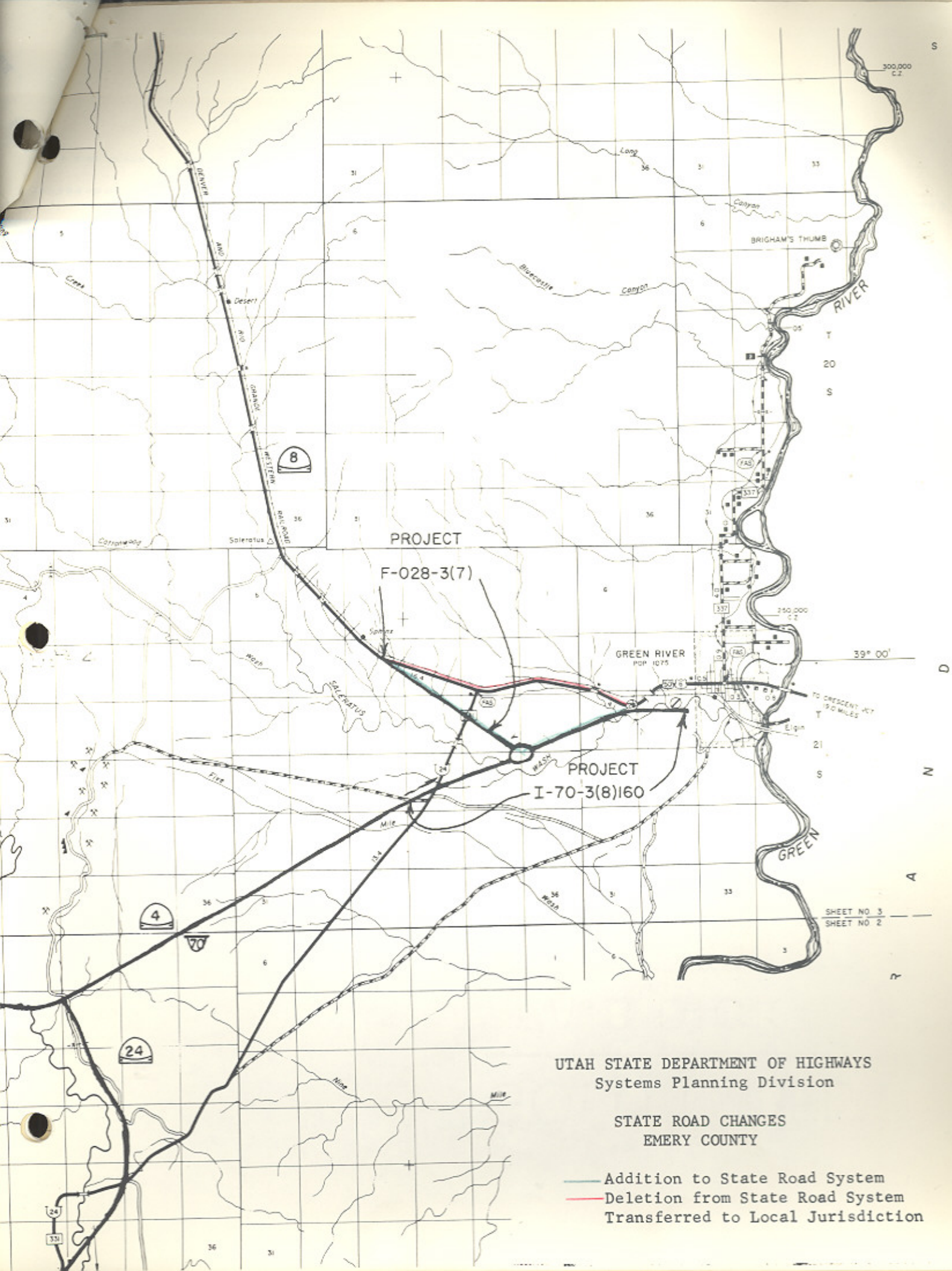
ATTEST:

David A. Zierler
Secretary

UTAH STATE DEPARTMENT OF HIGHWAYS
System Planning Division

STATE ROAD CHANGES
JERRY COUNTY

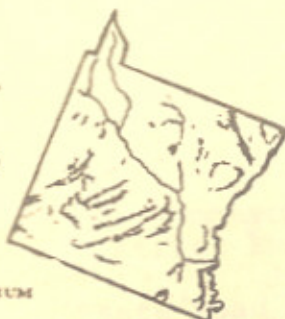
— Addition to State Road System
— Deletion from State Road System



GLEN P. BOTT, CLERK

A GREAT FUTURE

WITH COAL, GAS AND URANIUM



Office of Emery County Clerk
Castle Dale, Utah

February 9, 1968

Utah State Department of Highways
District Four
Price, Utah

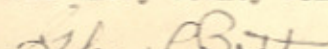
Dear Sir:

Please be informed that Emery County has no interest or desire to accept as a County liability the old Road connecting highways I-70 and 50 - 6 west of Green River City.

We appreciate your consideration in this matter.

Very Truly Yours

The Emery County Commission


Glen P. Bott, Clerk



Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: September 20, 1967

TO : Blaine J. Kay
State Highway Engineer

FROM : Earl Johnson *EJ*
District Engineer

SUBJECT: State Road Construction Changes

Regarding your memorandum of September 14, 1967, attached you will find sketch maps of construction changes in District Four that must have Commission approval to determine the administrative status.

In regard to Project S-0402(5), after investigating the old alignment, it is apparent that it will serve to no advantage for any political subdivision or private individual to continue maintenance; therefore, we recommend the old alignment be abandoned between Sta. 1610+00 and 1957+00. We also recommend that the old alignment that is being replaced by Project F-028-3(7), and Project I-70-3(8)160 be abandoned. However, this section should not be obliterated. Representatives of the Denver & Rio Grande Western Railroad have requested that it be left in tact because it provides the railroad with excellent access for their maintenance forces. However, it should not be included on any State, County, or City highway system.

As of this date we do not have letters from pertinent county commissions recommending the abandonment of these sections of roads. However, we expect to receive letters of concurrence from the County Commissioners within the month. When these letters are received, they will be forwarded to you.

EAJ:sl

cc: Dale Burningham

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: February 14, 1968

TO : Dale Burningham
Planning Statistics Supervisor

FROM : Arland F. Esklund *AF*
Acting District Engineer

SUBJECT: Elimination of Old Section US 50 & 6 From the State System

We recommend the old section of US 50 & 6 west of Green River where we constructed a new connection to I-70, be taken off the state system. We are enclosing a copy of a letter from Emery County confirming they have no use for this road.



AFE:s1

cc: Emery County Commission

Philip H. ...
Merrill E. ...
Vernon H. Gosh
James Booth
Robert Walsh
Lillian Witkowski
Dora Henderson
Bruce F. ...
Daniel ...

...
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...
...

...
Jim ...
Ellen ...
Don ...
Ken ...
District ...
Charles ...
Robin ...
Harold ...

"safe today - alive tomorrow"

UTAH STATE DEPARTMENT OF HIGHWAYS

cc: Howard B. Leatham
Engineer for Planning & Program.

Same Letter Sent To:
Daniel Watt, Bureau of Public Rds.
Norm Hancock, Fish & Game Dept.

See Listing Below:

April 3, 1968

Mr. Kenneth Silliman, Chairman
Emery County Commission
Castle Dale, Utah 84513

Dear Mr. Silliman:

Subject: Transfer to a new alignment portions of State Routes 8 and 4
in Emery County

Effective March 29, 1968, the State Road Commission adopted a resolution transferring a portion of State Route 8 to the new alignment completed by Projects F-028-3(7) and a portion of Project I-70-3(8)160 at the Green River West Interchange, a distance of 2.6 + - miles, also a portion of roadway constructed by Project I-70-3(8)160, a distance of 3.2 + - miles is designated as a part of State Route 4.

By this action the old alignment of State Route 8, a distance of 4.3 + - miles is abandoned.

Attached is a copy of the resolution and a location map.

Very truly yours,

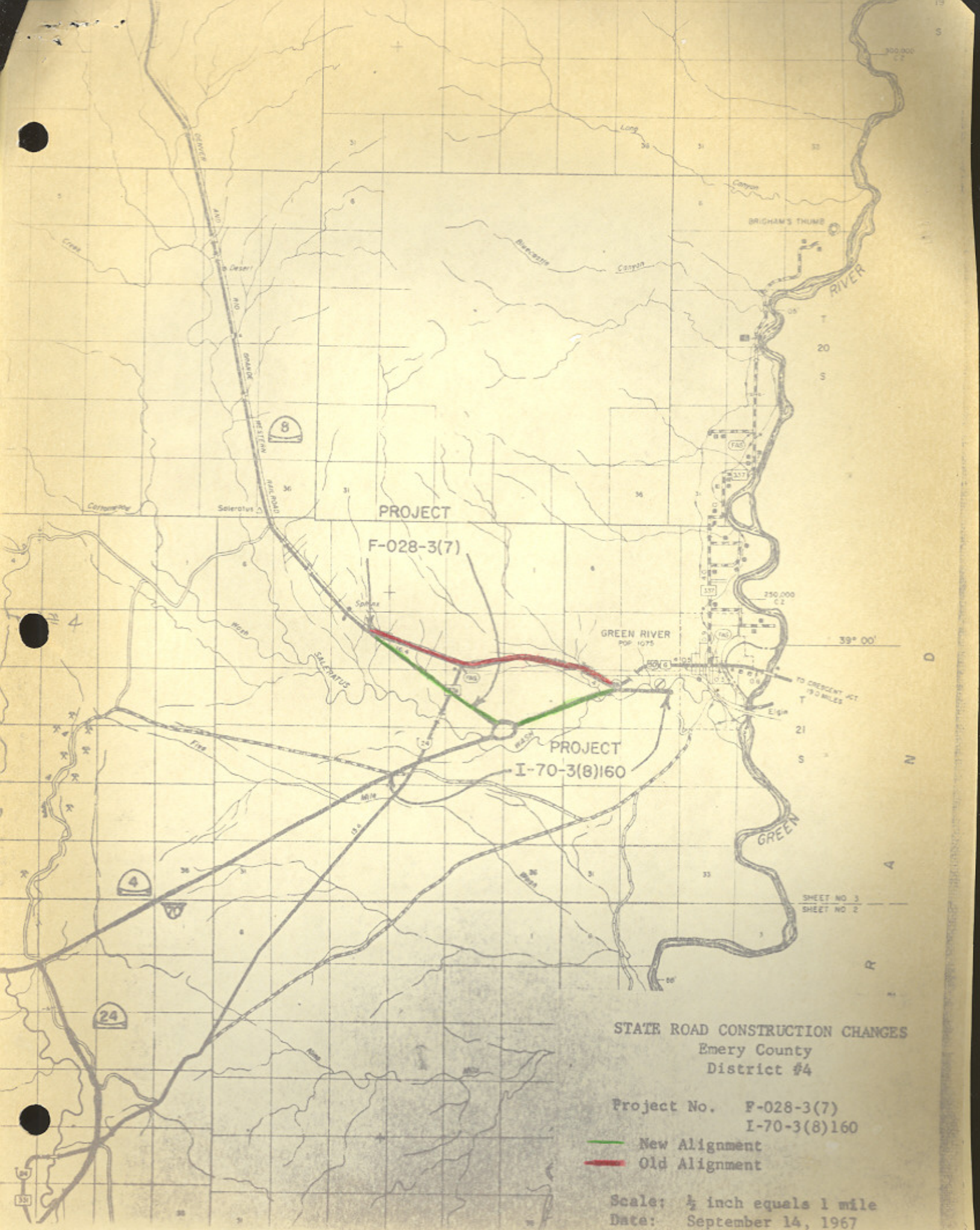
B. Dale Burningham
Planning Statistics Supervisor

Resolution and Location Map sent to:

W. L. Anderson
Ralph Murdock
Dean R. Steed
Porter M. Gooch
James Booth
Robert Walsh
Lillian Witkowski
Garn Henderson
Bruce Fjeldsted
Janiel Little

Chauncey Powis
Maurice Richey
Wallace J. Liddle
David Sargent
Eva McEwan
Alex E. Mansour
Keith Rosevear
John W. Homer
Evelyn Crill
Ezra Christensen

E. Paul Gilgen
Jim West
Ellen Wandell
Don Jensen
Ken Riddle
District #4 Engineer
Charles Bertolina
Robin Hood
Harold Brown



PROJECT

F-028-3(7)

PROJECT

I-70-3(8)160

STATE ROAD CONSTRUCTION CHANGES
Emery County
District #4

Project No. F-028-3(7)
I-70-3(8)160

- New Alignment
- Old Alignment

Scale: $\frac{1}{2}$ inch equals 1 mile
Date: September 14, 1967

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: March 27, 1969

TO : Howard B. Leatham, Engineer for Planning & Programming

FROM : John W. Homer *JWH*
Right of Way EngineerSUBJECT: State Route 8 and State Route 10
Abandonment of Old Highways

In response to your letter of February 26, 1969, we have investigated the old rights of way indicated in the papers and maps attached to the basic letter and have found the following:

The old portion of State Route 10 which the Commission proposed to abandoned was apparently acquired through prescriptive rights and upon abandonment would revert to adjacent landowners, unless required or desired by local authorities. With regard to the abandonment of State Route 8, the old road right of way will be absorbed in the new highway right of way, and rather than being abandoned or transferred to local jurisdiction, the old road surface should be obliterated. The old highway surface will be bounded on the easterly side by a common railroad right of way line and highway L/A Line and be totally within the limited access right of way for the new highway. Therefore, Commission action should be abandoned on this section of roadway.

RECEIVED

MAR 27 1969

UTAH STATE
DEPT. OF HIGHWAYS
CENTRAL FILES

Att.

cc & Att: B. Dale Burningham
Wallace J. Mears

RESOLUTION

Redesignation of Various State Routes

WHEREAS, it has been determined that it would be advantageous for record keeping and developing a Highway Reference System that various state routes be redesignated by hierarchy with the route number being synonymous with the US route designation, and

WHEREAS, this proposed revision of State Route Designations is concurred in by all District Directors.

NOW THEREFORE, be it resolved as follows:

That Interstate Route 15 be designated as State Route 15 and by this action delete the designation of State Route 1 and redesignate present State Route 15 as State Route 9,

That Interstate Route 80 be designated as State Route 80 and by this action delete the designation of State Route 2 and redesignate present State Route 80 as State Route 92,

That Interstate Route 80N be designated as State Route ~~82~~⁸⁴ and by this action delete the designation of State Route 3 and redesignate present State Route ~~82~~⁸⁴ as State Route ~~126~~⁸²,

That Interstate Route 70 be designated as State Route 70 and by this action delete the designation of State Route 4 and redesignate present State Route 70, part of State Route 102, part of State Route 69, part of State Route 16 and State Route 51 as State Route 30 and by this action delete the designation of State Route 51,

That Interstate Route 215 be designated as State Route 215 and by this action delete the designation of State Route 5,

That US-6 and 50 from the Utah-Nevada State line to Delta be designated as State Route 6 and that US-6 from Delta to the junction with I-70 west of

RESOLUTION

Redesignation of Various State Routes

Page 2

Green River also be designated as State Route 6 and by this action delete the designation of State Route 27,

That US-40 be designated as State Route 40 and by this action delete the designation of State Route 6 and redesignate present State Route 40 as State Route 134,

That US-50 from Delta to Salina be designated as State Route 50 with the exception of that section coincident with Interstate Route 15 and by this action delete the designation of State Route 26 and redesignate a part of present State Route 50 as State Route 26,

That US-89 be designated as State Route 89 with the exception of those sections coincident with Interstate Route 70, US-6, I-15 and US-91 and by this action delete the designation of State Route 259, part of State Route 11, part of State Route 28, State Route 32, State Route 8, State Route 271, part of State Route 106, State Route 169, State Route 49, part of State Route 50, part of State Route 84, State Route 13 and the remaining part of State Route 16, redesignate present State Route 89 as State Route 169 and redesignate that portion of State Route 84 from Brigham northerly to State Route 30 as State Route 13,

That US-91 be redesignated as State Route 91 and by this action delete the designation of State Route 85,

That US-189 be designated as State Route 189 with the exception of those sections coincident with US-40 and Interstate Route 80 and by this action delete the designation of State Route 7, 151 and part of State Route 35,

That US-163 be designated as State Route 163 and by this action delete the designation of State Route 47, part of State Route 9 and redesignate present State Route 163 as State Route 78,

That US-666 be designated as State Route 666 and by this action delete

2

RESOLUTION
Redesignation of Various State Routes
Page 3

the remaining portion of State Route 9,

That as a result of the aforementioned revisions the State Routes involved will be described as follows:

✓ Route 6 From the Utah-Nevada State line easterly via Delta and Tintic Junction, thence easterly via Santaquin, Payson and Spanish Fork to Moark Junction, thence easterly via Spanish Fork Canyon and Price to Route 70 (Interstate Route 70) west of Green River.

✓ Route 9 From Harrisburg Junction on Route 15 (Interstate Route 15) easterly to Zion National Park south boundary, thence from Zion National Park east boundary to Mt. Carmel Junction on Route 89.

✓ Route 11 From the Utah-Arizona State line north to a junction with Route 89 in Kanab.

✓ Route 13 From a junction with Route 91 in Brigham City northerly via Bear River and Haws Corner to a point south of Riverside, thence east to Route 30 north of Collinston.

✓ Route 15 From the Utah-Arizona State line near St. George to the Utah-Idaho State line south of Malad, Idaho, (traversing the alignment of Interstate Route 15). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ Route 16 From the Utah-Wyoming State line northerly to Route 30 at Sage Creek Junction.

✓ Route 26 From Route 84 in Roy easterly to Route 89 in Ogden (Former SR-50 Part).

✓ Route 28 From a junction with Route 89 in Gunnison northerly via Levan to a junction with Route 15 (Interstate Route 15) north of Levan.

✓ Route 30 From the Utah-Nevada State line northeasterly via Curlew Junction to Route ~~82~~⁸⁴ (Interstate Route 80N) west of Snowville. Then commencing

RESOLUTION

Redesignation of Various State Routes

Page 4

again at a junction with Route ~~82~~⁸⁴ (Interstate Route 80N) west of Tremonton easterly via Tremonton, Haws Corner and Collinston to Route 91 in Logan. Then commencing again at a junction with Route 89 in Garden City southeasterly via Sage Creek Junction to the Utah-Wyoming State line.

✓ Route 35 From Route 189 at Francis southeasterly via Tabiona to Route 87 north of Duchesne.

✓ Route 40 From Silver Creek Junction on Route 80 (Interstate Route 80) easterly via Heber City, Duchesne and Vernal to the Utah-Colorado State line.

✓ Route 50 From Route 6 in Delta southeasterly to Holden, thence northerly to Route 15 (Interstate Route 15) and commencing again on Route 15 (Interstate Route 15) near Scipio southeasterly via Scipio to a junction with Route 89 in Salina.

✓ Route 69 From Brigham on Route 13 northerly via Honeyville to Route 30 at Deweyville.

✓ Route 70 From Route 15 (Interstate Route 15) near Cove Fort to the Utah-Colorado State line west of Grand Junction, Colorado, (traversing the alignment of Interstate Route 70). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ Route 78 From Route 15 (Interstate Route 15) west of Levan east to Route 28 in Levan.

✓ Route 80 From the Utah-Nevada State line near Wendover to the Utah-Wyoming State line west of Evanston, Wyoming, (traversing the alignment of Interstate Route 80). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

RESOLUTION

Redesignation of Various State Routes

Page 5

✓ ⁸⁴
Route ~~82~~ From the Utah-Idaho State line near Snowville to a point on Route 15 (Interstate Route 15) near Tremonton, thence from another point on Route 15 (Interstate Route 15) near Roy to Route 80 (Interstate Route 80) near Echo, (traversing the alignment of Interstate Route ⁸⁴~~80N~~). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ ¹²⁶
Route ~~84~~ From Route 15 (Interstate Route 15) south of Layton northerly to Route 89 at Hot Springs Junction.

✓ Route 89 From the Utah-Arizona State line northwest of Page, Arizona, westerly to Kanab, thence northerly to a junction with Route 70 (Interstate Route 70) at Sevier Junction. Then commencing again at the junction with Route 70 (Interstate Route 70) south of Salina northerly via Salina, Gunnison and Mt. Pleasant to a junction with Route 6 at Thistle Junction. Then commencing again at a junction with Route 6 at Moark Junction northerly via Springville, Provo, Orem and American Fork to Route 15 (Interstate Route 15) north of Lehi. Then commencing again at a junction with Route 15 (Interstate Route 15) near Draper Crossroads northerly via Murray and Salt Lake City to a junction with Route 15 (Interstate Route 15) at Becks Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) near Orchard Drive northerly via Bountiful to a junction with Route 15 (Interstate Route 15) at North Bountiful Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) at Lagoon Junction northerly via Uintah Junction and Ogden to Route 91 near south city limits of Brigham City. Then commencing again at a junction with Route 91 in Logan northeasterly to Garden City, thence north to the Utah-Idaho State line.

○ Route 91 From Route 15 (Interstate Route 15) south of Brigham, thence

RESOLUTION

Redesignation of Various State Routes

Page 6

easterly via Brigham Canyon and Logan to the Utah-Idaho State line near Franklin, Idaho.

✓ Route 92 From Route 15 (Interstate Route 15) near Point of the Mountain east via American Fork Canyon to Route 189 in Provo Canyon.

✓ Route 102 From Route 83 east of Lampo Junction northeasterly via Penrose and Thatcher to Route ~~82~~⁸⁴ (Interstate Route ~~80N~~⁸⁴) west of Tremonton.

✓ Route 106 From Route 89 northerly via Second West and Fourth North in Bountiful, thence northerly to Sheppard Lane in Farmington, thence east to Route 89.

✓ Route ~~126~~⁸² From Route 30 in Tremonton north via 300 East to Garland, thence east approximately 0.8 mile, thence north to Route 13.

✓ Route 134 From Kaneshville on Route 37 northerly to Plain City, thence easterly to Pleasant View on Route 89.

✓ Route 163 From the Utah-Arizona State line southwest of Mexican Hat northerly via Blanding, Monticello and Moab to Route 70 (Interstate Route 70) at Crescent Junction.

✓ Route 169 From Route 162 east to Eden on Route 166.

✓ Route 189 From Route 15 (Interstate Route 15) south of Provo northerly via University Avenue and Provo Canyon to Route 40 south of Heber. Then commencing again from Route 40 at Hailstone Junction easterly to Francis, thence northerly via Kamas to Route 80 (Interstate Route 80) south of Wanship.

✓ Route 215 From a junction with Route 80 (Interstate Route 80) near the mouth of Parleys Canyon southeast of Salt Lake City, southwesterly near the south city limits of Murray, junctioning with Route 15 (Interstate Route 15), thence northwesterly, northerly and easterly to a junction with Route 15 (Interstate Route 15) north of Salt Lake City, (traversing the alignment of Interstate Route 215).

Route 666 From Route 163 at Monticello east to the Utah-Colorado State line.

RESOLUTION

Redesignation of Various State Routes

Page 7

The maps presented relating the action taken herewith are hereby a part of this resolution and will be stored at the office of the Planning Statistics Section of the Transportation Planning Division.

Dated this 20th day of May, 1977.

UTAH TRANSPORTATION COMMISSION

B. L. Loun

Chairman

W. H. L. L. L.

Vice-Chairman

W. E. L.

Commissioner

W. A. L.

Commissioner

W. H. L.

Commissioner

ATTEST:

W. A. L.

Secretary

STATE ROUTES REQUIRING CHANGES IN ROUTE DESIGNATION SIGNING

<u>Existing Designation</u>	<u>New Designation</u>	<u>District</u>	<u>Miles</u>
SR-15	SR-9	5	32.6
SR-15	SR-9	3	12.3
SR-80	SR-92	6	26.8
SR-82	SR-126	1	3.1
SR-40	SR-134	1	12.4
SR-50 Part	SR-26	1	3.8
SR-89	SR-169	1	0.6
SR-84	SR-13	1	<u>27.8</u>
		Total	119.4

SR-70, SR-102, SR-69, SR-16 and SR-51 in District 1, remove rectangular route signs from sign posts.

US-89 signs thru Sevier Valley will be replaced with "Temporary I-70" signs with rectangular signs under the Temporary I-70 sign indicating the State Route designation until completion of I-70 thru this area. Upon completion of I-70 between Sevier Junction and Salina all State Routes will be resigned by their designated State Route, District 3

Present State Routes 15 and 80 will be dual route signed for a period of approximately two years as a guide to Tourists, Districts 5, 3 and 6

All directional signing (junction signs, etc.) affected by these revisions will also require changing.

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: June 2, 1977

TO : District Directors

FROM : L. R. Jester, P.E. *L.R.J.*
Engineer for Transportation Planning

SUBJECT: Redesignations of State Routes

On May 20, 1977, the Utah Transportation Commission approved the redesignations of various State Routes as described in the attached resolution. Please review the changes that have been approved in your District and notify all interested agencies within your area.

Attachment

Note: All Districts refer to last page of resolution for necessary signing changes.

UTAH STATE DEPARTMENT OF HIGHWAYS

June 2, 1977

C
O
P
Y

Mr. Norman V. Hancock, Chief
Game Management Section
Utah State Division of Wildlife Resources
1596 West North Temple
Salt Lake City, Utah 84104

Subject: Redesignation of State Routes

Dear Mr. Hancock:

On May 20, 1977, the Utah Transportation Commission approved the redesignations of the various State Routes as described in the enclosed Resolution.

Yours very truly,

L. R. Jester, P.E.
Engineer for Transportation Planning

LRJ/BDB/WDM/BDent/cs

Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin E. Blaser, U.S. Dept. of Soil Conservation
Mr. Ralph Hodges, Utah Forest & Livestock Agency

State
Changyos
2

1/10/80

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

ROBERT N. HUNTER, President
Chief Engineer
Missouri State Highway Department



HENRY E. STAFFORD, Executive Director
444 N. Capitol Street, N.W., Suite 225
Washington, D. C. 20001
Telephone (202) 624-5800

July 12, 1977

Mr. Blaine J. Kay, Director
Utah Department of Transportation

Mr. Darrell V. Manning, Director
Idaho Transportation Department

Mr. Robert A. Burco, Director
Oregon Department of Transportation

Gentlemen:

The Route Numbering Committee reviewed the application coming from the Idaho Department of Transportation, and concurred in by the Utah Department of Transportation, for the redesignation of I-80N.

After reviewing the application, together with objections raised by States of Washington and Oregon, the Committee voted to redesignate I-80N as I-84, subject to concurrence by the Federal Highway Administrator, and with the State of Oregon in consultation with the States of Utah and Idaho to make the determination when the sign change would take place; but no later than July 1st, 1980.

This action was reviewed by the Executive Committee at its meeting on July 7th, 1977, and concurred therein.

Sincerely,

H. J. Rhodes
Deputy Director

HJR:pw

cc: Mr. William Cox
Federal Highway Administrator
Federal Highway Administration

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN
THIS LETTER TO CENTRAL FILES AFTER ACTION HAS
BEEN COMPLETED.



SEARCHED	INDEXED	SERIALIZED	FILED
KAY			

UTAH STATE DEPARTMENT OF HIGHWAYS

June 2, 1977

C
O
P
Y
Mr. Norman V. Hancock, Chief
Game Management Section
Utah State Division of Wildlife Resources
1596 West North Temple
Salt Lake City, Utah 84104

Subject: Redesignation of State Routes

Dear Mr. Hancock:

On May 20, 1977, the Utah Transportation Commission approved the redesignations of the various State Routes as described in the enclosed Resolution.

Yours very truly,

L. R. Jester, P.E.
Engineer for Transportation Planning

LRJ/BDB/WDW/BDent/cs
Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin H. Hines, U.S. Dept. of Soil Conservation
Mr. Ralph Hodges, Utah Power & Light Co.



U.S. Department
of Transportation

Federal Highway
Administration

400 Seventh St., S.W.
Washington, D.C. 20590

Utah Division
2520 West 4700 South, Suite 9A
Salt Lake City, UT 84118

October 31, 1991

Mr. E. H. Findlay, CPA
Executive Director of Transportation (07-TP)
Salt Lake City, UT 84119

HPP-UT

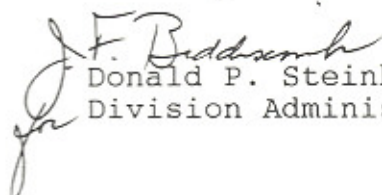
Dear Mr. Findlay:

Functional Classification System Action No. 7,
FAS System Action No. 7, and FAU System Action No. 1

Reference is made to your October 22, 1991, request for functional classification and Federal-aid system changes in Washington County and St. George City. The system changes are approved as described in your request and reflected on the accompanying maps.

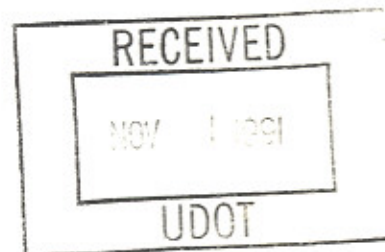
A copy of each approved description sheet is enclosed for your records.

Sincerely,


Donald P. Steinke, P.E.
Division Administrator

Enclosure

CC:
UDOT 01-AD



APPROVED DATE 4-3-91

FHWA-UTAH DIVISION

BY J.F. Belding

FOR DIVISION ADMINISTRATOR

UTAH DEPARTMENT OF TRANSPORTATION

Federal-aid Secondary System

SHEET 16 OF 23

Route Number Fed Aid	State or Local	Route Description and Termini	County	Mileage		
				Local	State	Total
415	Local SR-212	From a connection with Urban Route 4001 in St. George south and east, thence north to FAP-1 (I-15) Washington Interchange.	Washington	6.8	1.2	8.0
416	Local	From a connection with Urban Route 4002 at the northwest Urban limits of St. George in Santa Clara to Shivwits, thence northwest to FAP-31 in Veyo.	Washington	21.6	3.2	24.8
501	SR-30	From the Utah-Nevada State line northeasterly via Grouse Creek Junction and Rosette to FAS-526 at Curlew.	Box Elder		74.7	74.7
502	Local	From FAP-3 (I-84) in Snowville north to Utah-Idaho State line near Stone, Idaho.	Box Elder	2.7		2.7
504	Local	From the Golden Spike Monument north 1 mile, thence easterly to FAP-20 Lampo Jct.	Box Elder	7.8		7.8
506	SR-82 Local SR-81	From FAP-44 in Tremonton north and east via Garland and Fielding, thence west to FAP-1.	Box Elder	5.3	5.7	11.0
508	SR-102	From FAP-20 southeast of Lamp Junction via Penrose to FAS-529 (SR-69) in Deweyville.	Box Elder		20.1	20.1
510	Local	From FAS-599 in Bear River west and north via Evans to FAS-610 in Tremonton.	Box Elder	9.7		9.7
512	Local	From FAS-508 east of Bothwell, south 2 miles, thence east to FAS-599.	Box Elder	6.2		6.2

APPROVED DATE. 11-31-91
 FHWA-UTAH DIVISION
 BY J. E. Biddle
 FOR DIVISION ADMINISTRATOR

UTAH DEPARTMENT OF TRANSPORTATION
 Federal-aid Secondary System

SHEET 23 OF 23

Route Number Fed Aid	State or Local	Route Description and Termini	County	Mileage		
				Local	State	Total
616	SR-8	From FAS 416 northerly via 200 East Street in Ivins to Center Street in Ivins; thence easterly and northeasterly via Center Street in Ivins to Snow Canyon State Park Boundary; thence via Snow Canyon State Park to the Jct. with FAP 31 (SR-18) north of St. George.	Washington		7.6	7.6

APPROVED DATE 10-31-91

FHWA-UTAH DIVISION

BY F. B. B. B.

FOR DIVISION ADMINISTRATOR

UTAH DEPARTMENT OF TRANSPORTATION

FEDERAL-AID URBAN SYSTEM

SHEET 1 OF 1URBAN AREA St. GeorgeURBANIZED SMALL URBAN X

ROUTE NO.	STREET NAME	TERMINI		COUNTY	MILEAGE	MAP NUMBER
		FROM	TO			
4001	1200 East Str.	So. Urban Limits and FAS-415	100 North Street FAP-53 SR-34	Washington	2.5	
4002	Santa Clara Rd.	West Urban Limits and FAS-416	Veyo Road SR-18 (FAP-31)	Washington	1.7	
			Total	Total	4.2	

RESOLUTION

Additions, Deletions and Relocations of Various State and Local Routes within St. George, Santa Clara, Ivins and Washington County

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Throw
Away
122
copies

Whereas, Section 27-12-27 of the Utah Code 1990 provides for the addition to or deletion from the State Highway System, and

Whereas, The Utah Highway Systems Study identified certain highways in Washington County which should change jurisdiction, and

Whereas, The Utah Transportation Commission policy requires that when a local agency desires an addition to the State System, they must come to a mutual agreement on the recommended changes in said study, and

Whereas, reconstruction of the East St. George Interchange has resulted in an extension of the current State Route 34, requiring that it be designated as to its jurisdiction, and

Whereas, the proper authorities of St. George City, Santa Clara City, the Town of Ivins and Washington County agree that final designations on SR-34, SR-281, SR-300 and SR-8 should be made at this time, and

Whereas, the appropriate staff of the Transportation Planning Division have reviewed the various recommendations of the District Five Director, and concur with the foregoing statements stipulated within this resolution.

NOW THEREFORE, be it resolved as follows:

1. Roadway known as St. George Blvd., "H" Line, Project IR-15-1(39)7 from Engineer Station 73+37 to Engineer Station 83+00, plus 98± feet to the easterly line of roadway known as River Road a combined distance of 0.20± miles be designated as a realignment of SR-34, changing the ending termini from the north bound on & off ramps SR-15 to the easterly curb line of River Road, altering the total mileage of stated roadway to 2.15± miles. The realigned portion of SR-34 will remain functionally classified Principal Arterial to the north bound on and off ramps of SR-15, (I-15) and continue to be Federal-aid Primary 53, a distance of 2.04± miles. The remainder of realigned SR-34 will be functionally classified Urban Collector, a distance of 0.11± miles.
2. Roadway known as SR-281 (Dixie College campus road), will be deleted in its entirety from the State System of Highways and placed under the jurisdiction of St. George City. The functional classification will retain its present designations, with the portion traversing southerly from SR-34 to 600 South Street becoming local FAU-4001.
3. Roadway known as Snow Canyon Park Road which is currently designated as SR-300 will be redesignated as a portion of SR-8 from the southwest Park Boundary of Snow Canyon to the jct. with SR-18 at the northeast section of Snow Canyon Park a distance of 4.33± miles.

Additions, Deletions and Relocations
of Various State and Local Routes within
St. George, Santa Clara, Ivins and Washington County

4. The various segments of roadway described in the following table will be placed on the State System of Highways when all conditions stipulated in exhibit 1, (which is incorporated into this resolution), have been completed, and will be numbered SR-8.

<u>Roadway</u>	<u>From/To</u>	<u>Length</u>
A. Sunset Blvd.	Jct. SR-18 traversing westerly to the St. George-Santa Clara City Boundary	1.27± miles
B. Santa Clara Dr.	St. George-Santa Clara City Boundary traversing northwesterly to County Road, a distance of 3.27 miles.	3.27± miles
C. Old Hwy 91	From the aforementioned County Road traversing northwesterly to 200 East Street in Ivins	0.85± miles
D. 200 East & Center Streets in Ivins	200 East Street in Ivins traversing northerly to Center Street, thence easterly, and northeasterly via Center Street to Snow Canyon State Park Boundary	3.27± miles
E. Snow Canyon Park Rd.	Snow Canyon State Park Boundary traversing northerly to the Jct. of SR-18	4.33± miles

The combined mileage of all segments that will encompass SR-8 totals 12.99± miles. This roadway will continue to be functionally classified Minor Arterial from SR-18 to the St. George northwest urban boundary, Major Collector from the St. George northwest urban boundary to 200 East Street in Ivins. From 200 East Street in Ivins to its ending termini at the Jct. of SR-18 in the northeast portion of Snow Canyon State Park will be functionally reclassified Major Collector and placed on the Federal-aid Secondary System numbered 616. That portion of roadway which is currently residing as FAU-4002 and FAS-416 will retain their current Federal-aid System status. The mileage reported for FAU-4002 will decrease 0.67± miles and increase 0.67± miles on FAS-416 due to an urban boundary change approved by FHWA on July 8, 1991.

5. This resolution will be actuated upon approval of the Transportation Commission, where applicable the Federal Highway Administration, and completion of stipulations described in Exhibit 1.
6. The accompanying Exhibit 1, Memorandum, Notification of Highway System Change Proposals, and maps be made part of this resolution.

Page 3

Additions, Deletions and Relocations
of Various State and Local Routes within
St. George, Santa Clara, Ivins and Washington County

Dated on this 6th day of September 1991

UTAH TRANSPORTATION COMMISSION

Samuel F. Taylor
Chairman

Wayne L. Winters
Vice-Chairman

Todd S. Weston
Commissioner

James H. Lakin
Commissioner

W. F. D.
Commissioner

Attest:

David H. Anderson
Secretary

EXHIBIT 1

SR-281, which is the road system around Dixie College, will be taken off the State Highway System. SR-34, St. George Blvd., will be added to the State Highway System from I-15 to River Road. In addition the following roads and streets will be added to the State Highway System in the defined segments as the roads are constructed to State Standards. A plan shall be submitted for each road showing the right of way and documentation supporting the map. Utility agreements, showing the rights and obligations UDOT will assume, shall be provided.

Segment 1 - Roadway A, Sunset Blvd.

Sunset Blvd. (FAU-4002), both the completed segment and the portion currently being designed by Creamer and Noble, and Santa Clara Drive as currently being designed by Rosenberg Associates to the standards of the street to the east. This segment starts at SR-18 (Bluff Street) and proceeds about 2.55 miles west of SR-18.

Segment 2 - Roadway B, C, & D, Santa Clara Dr., old Highway 91 & 200 East in Ivins

Santa Clara Drive and 200 East Street in the Town of Ivins from the end of Segment 1 to the intersection of 200 East Street and Center Street. This segment of road is about 3.9 miles long and passes through Santa Clara City (2.0 miles), Washington County (0.45 miles), and the Town of Ivins (1.47 miles).

Required improvements include:

1. Structural pavement strength determined by traffic volume, trucks, and soils. Current anticipated surfacing is 2.5 inches of bituminous surface course overlay and where additional width is required, 5 total inches of bituminous surface course over 4 inches of untreated base course.
2. Increased width depending on traffic volumes, right of way, and geometrics. Santa Clara Drive and old Highway 91 will have two 12 foot traffic lanes and two 8 foot shoulders with side slopes flatter than 5:1, except fill slopes over 5 feet but less than 15 feet may be as steep as 4:1 and fill slopes over 15 feet may be as steep as 3:1. 200 East Street shall have two 12 foot traffic lanes and two 6 foot shoulders with side slopes flatter than 4:1.
3. Improve the taper angle at 200 South Street so the length is 40 times the centerline offset or provide adequate reverse curves. Improve intersections to meet at angles of between 75 and 105 degrees at these locations: Hamblin Road, Road west of Swiss Village, Old Farm Road, Private Road at west city limits. Eliminate parking in the right of way at the Chevron Station west of City Hall. Positive elimination of West Arrowhead Trail at Santa Clara Drive intersection and determine which road the home access will be from.
4. Drainage improvements west of 3365 West. Extend culvert for irrigation facility across the right of way west of Swiss Village.

Segment 3 - Roadway D & E Center Street Ivins & Snow Canyon Drive

Center Street and Snow Canyon Drive from the end of Segment 2 to Snow Canyon State Park Boundary. This section of road is about 2.2 miles long and passes through the Town of Ivins (1.8 miles) and Washington County (0.4 miles).

Required improvements include:

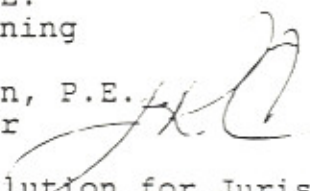
1. Grade the roadway prior to paving to achieve uniform grades with adequate sight distances at grade changes.
2. Structural pavement strength determined by traffic volume, trucks, and soils. Anticipated surfacing is 2.5 inches of bituminous surface course on 4 inches of untreated base course.
3. Increased width depending on traffic volumes, right of way, and geometrics. Two 11 foot traffic lanes and two 6 foot shoulders.
4. Improvements in some intersection angles. The intersection of Center Street, Snow Canyon Road, and Docena Drive is unacceptable.
5. Drainage improvements. Provide drainage culverts for the water currently flowing over the road north of the fitness center.

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: April 22, 1991

TO : Clint Topham, P.E.
Director of Planning

FROM : J. R. Chamberlain, P.E. 
District Director

SUBJECT: Request for Resolution for Jurisdictional Changes to
State Highway System

Attached are the signed Notification of Highway System Change for all of the various entities involved in the proposed changes. Would you please sign the forms and if you concur with the recommendations, have the resolution prepared for Commission action.

The changes involved are as follows:

1. Extending of St. George Blvd. (SR-34) from I-15 interchange to the intersection of Cliffs Dr. and River Road, added to the State System.
2. All of SR-281 (Dixie College Road) would be deleted from the State System and jurisdiction assigned to St. George City.
3. Sunset Blvd. to Santa Clara Drive to 200 East in Ivins to Center St. and Center St. to the end of SR-300 is to be added to the State System.

We would like the resolution to make Items one and two effectively immediately upon acceptance by the Commission. Item three would be added to the State System in phases as is indicated in Exhibit 1, attached to each of the notification forms, and if possible, we would like the resolution to indicate that this will take place as the work is completed without further Commission action.

Because of all of the entities involved, the maps prepared and attached to the notification may be a bit hard to follow.

Thank you for your assistance, and if you have any questions regarding these changes, you could contact either Kleston Laws or myself at the District Office.

JRC/kd

Attachment

RECEIVED

APR 24 1991

UDOT



NOTIFICATION OF HIGHWAY SYSTEM CHANGE IN UTAH

Proposed Transaction: Add a segment of St. George Blvd. E/O I-15 to SR-34

SYSTEM SEGMENT DESCRIPTION

SEGMENT DATA	CURRENT	PROPOSED
Common Name	St. George Blvd.	SR-34
Location (Co., City)	St. George	St. George
Admin. System & No.		
Functional Classification	local street	Principal Arterial / <i>Urban C.</i>
Fed.-Aid System & No.	none	FAP-53 / <i>none</i>
Length (Miles)		2.04 / <i>0.11</i>

The EASTERN LINE of

Description: Add St. George Blvd. to SR-34 from I-15 to [^]River Road. Since SR-34 prior to changing the East Interchange ended at the fork in the ramps, the length of SR-34 will decrease from 2.28 miles to 2.12 miles in length. Exhibit 1 documents additional segments included in this transaction.

The foregoing proposal for Utah Highway System Change is requested this day of _____

19____ by *Karl Brook* City of St. George Mayor
Signature Agency Title

City of St. George acknowledge that we/I have been duly notified of the foregoing system change on the _____ day of _____ 19____.

Karl Brook Mayor
Signature Title

UDOT Review:

District:

- ☒ Concur
☐ Do Not Concur

J. R. Chamberlain
District Director J. R. Chamberlain

11/17/91
Date

Transportation Planning:

- ☒ Concur
☐ Do Not Concur

Mark Muscare
Engineer for Transportation Planning

July 12, 1991
Date



NOTIFICATION OF HIGHWAY SYSTEM CHANGE IN UTAH

Proposed Transaction: Remove SR-281 from the State Highway System

SYSTEM SEGMENT DESCRIPTION

SEGMENT DATA	CURRENT	PROPOSED
Common Name	SR-281	700 East Street
Location (Co., City)	St. George	St. George
Admin. System & No.		
Functional Classification	Minor Arterial	Minor Arterial
Fed.-Aid System & No.	FAU-4001	FAU-4001
Length (Miles)	0.79	0.79

Description: This proposal removes SR-281 from the State Highway System and makes the streets around Dixie College local City Streets. Exhibit 1 documents additional road segments included in this transaction.

The foregoing proposal for Utah Highway System Change is requested this day of _____
19____ by Karl Brooks City of St. George Mayor
Signature Agency Title

City of St. George acknowledge that we/I have been duly notified of the
foregoing system change on the _____ day of _____ 19____.

Karl Brooks Mayor
Signature Title

UDOT Review:

District:

- ☒ Concur
☐ Do Not Concur

J. R. Chamberlain
District Director J. R. Chamberlain

11/17/91
Date

Transportation Planning:

- ☒ Concur
☐ Do Not Concur

Mark Musworth
Engineer for Transportation Planning

July 12, 1991
Date



NOTIFICATION OF HIGHWAY SYSTEM CHANGE IN UTAH

Proposed Transaction: Remove SR-281 from the State Highway System

SYSTEM SEGMENT DESCRIPTION

SEGMENT DATA	CURRENT	PROPOSED
Common Name	SR-281	600 South Street
Location (Co., City)	St. George	St. George
Admin. System & No.		
Functional Classification	Local	local
Fed.-Aid System & No.	State only	city street
Length (Miles)	0.23	0.23

Description: This proposal removes SR-281 from the State Highway System and makes the streets around Dixie College local City Streets. Exhibit 1 documents additional road segments included in this transaction.

The foregoing proposal for Utah Highway System Change is requested this day of _____
19__ by X Karl Brooke City of St. George Mavor
Signature Agency Title

City of St. George acknowledge that we/I have been duly notified of the
foregoing system change on the _____ day of _____ 19__.

X Karl Brooke Mavor
Signature Title

UDOT Review:

District:

- ☒ Concur
☐ Do Not Concur

J. R. Chamberlain
District Director

Date 1/12/91

Transportation Planning:

- ☒ Concur
☐ Do Not Concur

Mark Mustard
Engineer for Transportation Planning

Date July 12, 1991



NOTIFICATION OF HIGHWAY SYSTEM CHANGE IN UTAH

Proposed Transaction: Remove SR-281 from the State Highway System

SYSTEM SEGMENT DESCRIPTION

SEGMENT DATA	CURRENT	PROPOSED
Common Name	SR-281	900 East Street
Location (Co., City)	St. George	St. George
Admin. System & No.		
Functional Classification	Local	Local
Fed.-Aid System & No.	State only	City Street
Length (Miles)	0.23	0.23

Description: This proposal removes SR-281 from the State Highway System and makes the streets around Dixie College local City Streets. Exhibit 1 documents additional road segments included in this transaction.

The foregoing proposal for Utah Highway System Change is requested this day of _____
19____ by X Karl Brooke City of St. George Mayor
Signature Agency Title

City of St. George acknowledge that we/I have been duly notified of the
foregoing system change on the _____ day of _____ 19____.

X Karl Brooke Mayor
Signature Title

UDOT Review:

District:

- ☒ Concur
☐ Do Not Concur

J. R. Chamberlain
District Director

11/12/91
Date

Transportation Planning:

- ☒ Concur
☐ Do Not Concur

Mark Musturillo
Engineer for Transportation Planning

July 12, 1991
Date



NOTIFICATION OF HIGHWAY SYSTEM CHANGE IN UTAH

Proposed Transaction: Remove SR-281 from the State Highway System

SYSTEM SEGMENT DESCRIPTION

SEGMENT DATA	CURRENT	PROPOSED
Common Name	SR-281	400 South Street
Location (Co., City)	St. George	St. George
Admin. System & No.		
Functional Classification	Local	10021
Fed.-Aid System & No.	State Only	City Street
Length (Miles)	0.11	0.11

Description: This proposal removes SR-281 from the State Highway System and makes the streets around Dixie College local City Streets. Exhibit 1 documents additional road segments included in this transaction.

The foregoing proposal for Utah Highway System Change is requested this day of _____

19____ by X Karl Brooke City of St. George Mayor
Signature Agency Title

City of St. George acknowledge that we/I have been duly notified of the foregoing system change on the _____ day of _____ 19____.

X Karl Brooke Mayor
Signature Title

UDOT Review:

District:

- ☒ Concur
☐ Do Not Concur

J. R. Chamberlain
District Director J. R. Chamberlain

11/12/91
Date

Transportation Planning:

- ☒ Concur
☐ Do Not Concur

Merv Musgrave
Engineer for Transportation Planning

July 12, 1991
Date



NOTIFICATION OF HIGHWAY SYSTEM CHANGE IN UTAH

Proposed Transaction: Remove SR-281 from the State Highway System

SYSTEM SEGMENT DESCRIPTION

SEGMENT DATA	CURRENT	PROPOSED
Common Name	SR-281	1000 East Street
Location (Co., City)	St. George	St. George
Admin. System & No.		
Functional Classification	Local	local
Fed.-Aid System & No.	State only	City Street
Length (Miles)	0.34	0.34

Description: This proposal removes SR-281 from the State Highway System and makes the streets around Dixie College local City Streets. Exhibit 1 documents additional road segments included in this transaction.

The foregoing proposal for Utah Highway System Change is requested this day of _____

19____ by Karl Brunker City of St. George Mayor
Signature Agency Title

City of St. George acknowledge that we/I have been duly notified of the foregoing system change on the _____ day of _____ 19____.

Karl Brunker Mayor
Signature Title

UDOT Review:

District:

- ☒ Concur
☐ Do Not Concur

J. R. Chamberlain
District Director J. R. Chamberlain

11/17/91
Date

Transportation Planning:

- ☒ Concur
☐ Do Not Concur

Mark Musurillo
Engineer for Transportation Planning

July 12, 1991
Date



NOTIFICATION OF HIGHWAY SYSTEM CHANGE IN UTAH

Proposed Transaction: Remove SR-281 from the State Highway System

SYSTEM SEGMENT DESCRIPTION

SEGMENT DATA	CURRENT	PROPOSED
Common Name	SR-281	100 South Street
Location (Co., City)	St. George	St. George
Admin. System & No.		
Functional Classification	Collector	Collector
Fed.-Aid System & No.	State only	City Street
Length (Miles)	0.35	0.35

Description: This proposal removes SR-281 from the State Highway System and makes the streets around Dixie College local City Streets. Exhibit 1 documents additional road segments included in this transaction.

The foregoing proposal for Utah Highway System Change is requested this day of _____
19____ by Karl Brooker City of St. George Mayor
Signature Agency Title

City of St. George acknowledge that we/I have been duly notified of the
foregoing system change on the _____ day of _____ 19____.

Karl Brooker Mayor
Signature Title

UDOT Review:

District:

- ☒ Concur
☐ Do Not Concur

J. R. Chamberlain
District Director J. R. Chamberlain

11/17/91
Date

Transportation Planning:

- ☒ Concur
☐ Do Not Concur

Mark Musurillo
Engineer for Transportation Planning

July 12, 1991
Date



NOTIFICATION OF HIGHWAY SYSTEM CHANGE IN UTAH

Proposed Transaction: Add Sunset Blvd to the State Highway System

SYSTEM SEGMENT DESCRIPTION

SEGMENT DATA	CURRENT	PROPOSED
Common Name	Sunset Blvd.	SR- 8
Location (Co., City)	St. George	St. George
Admin. System & No.		
Functional Classification	FAU-4002 <i>Minor Arterial</i>	<i>Minor Arterial</i>
Fed.-Aid System & No.	FAU-4002	FAU-4002
Length (Miles)	1.9436	1.9436 1.2736

Description: Add Sunset Blvd. to the State Highway System. Exhibit 1 documents
required improvements before this segment of roadway can be added
to the System.

The foregoing proposal for Utah Highway System Change is requested this day of _____

19 ____ by X *Karl Brunker* City of St. George Mayor
Signature Agency Title

City of St. George acknowledge that we/I have been duly notified of the
foregoing system change on the _____ day of _____ 19 ____.

X *Karl Brunker* Mayor
Signature Title

UDOT Review:

District:

- ☒ Concur
☐ Do Not Concur

J. R. Chamberlain
District Director J. R. Chamberlain

11/17/91
Date

Transportation Planning:

- ☒ Concur
☐ Do Not Concur

Mark Muscare
Engineer for Transportation Planning

July 12, 1991
Date



NOTIFICATION OF HIGHWAY SYSTEM CHANGE IN UTAH

Proposed Transaction: Add Santa Clara Drive to the State Highway System.

SYSTEM SEGMENT DESCRIPTION

SEGMENT DATA	CURRENT	PROPOSED
Common Name	Santa Clara Drive	SR-6
Location (Co., City)	Santa Clara	Santa Clara
Admin. System & No.	FAS	
Functional Classification	Major Collector	Major Collector
Fed.-Aid System & No.	FAS-416	FAS-416
Length (Miles)	2.6	2.6 3.27

Description: Exhibit 1 documents required improvements before the Segements can be added to the State Highway System.

The foregoing proposal for Utah Highway System Change is requested this day of _____
19____ by X M. Guy Bird City of Santa Clara Mayor
Signature Agency Title
City of Santa Clara acknowledge that we/I have been duly notified of the
foregoing system change on the _____ day of _____ 19____.

X M. Guy Bird Mayor
Signature Title

UDOT Review:

District:

- ☒ Concur
☐ Do Not Concur

J. R. Chamberlain
District Director J. R. Chamberlain

11/17/91
Date

Transportation Planning:

- ☒ Concur
☐ Do Not Concur

Mark Musurillo
Engineer for Transportation Planning

July 12, 1991
Date



NOTIFICATION OF HIGHWAY SYSTEM CHANGE IN UTAH

Proposed Transaction: Add a portion of old Hwy 91 & Snow Canyon Park Road to the System

SYSTEM SEGMENT DESCRIPTION

SEGMENT DATA	CURRENT	PROPOSED
Common Name	old Hwy 91	SR-8
Location (Co., City)	Washington County	Washington County
Admin. System & No.		
Functional Classification	Major Collector	Major Collector
Fed.-Aid System & No.	FAS-416	FAS-416
Length (Miles)	0.85	0.85

Description: Exhibit 1 documents required improvements before the Segments can be added to the State Highway System.

The foregoing proposal for Utah Highway System Change is requested this day of February 25
19 91 by [Signature] Washington County Commission Chairman
Signature Agency Title

Washington County acknowledge that we/I have been duly notified of the
foregoing system change on the 25th day of February 19 91.

[Signature] Commission Chairman
Signature Title

UDOT Review:

District:

☒ Concur

☐ Do Not Concur

[Signature]
District Director J. R. Chamberlain

1/17/91
Date

Transportation Planning:

☒ Concur

☐ Do Not Concur

[Signature]
Engineer for Transportation Planning

July 12, 1991
Date



NOTIFICATION OF HIGHWAY SYSTEM CHANGE IN UTAH

Proposed Transaction: Add 200 East and Center Streets to State Highway System

SYSTEM SEGMENT DESCRIPTION

SEGMENT DATA	CURRENT	PROPOSED
Common Name	200 East and Center Streets	SR- 8
Location (Co., City)	Ivins	Ivins
Admin. System & No.		
Functional Classification	Minor Collector	Major Collector
Fed.-Aid System & No.	none	FAS-616
Length (Miles)	3.27	3.27

Description: Exhibit 1 documents required improvements before the Segements can be added to the State Highway System.

The foregoing proposal for Utah Highway System Change is requested this day of 04 March 1991 by Christopher J. Blum Town of Ivins Mayor
Signature Agency Title

Town of Ivins acknowledge that we/I have been duly notified of the foregoing system change on the 14 day of March 1991.

Christopher J. Blum Mayor
Signature Title

UDOT Review:

District:

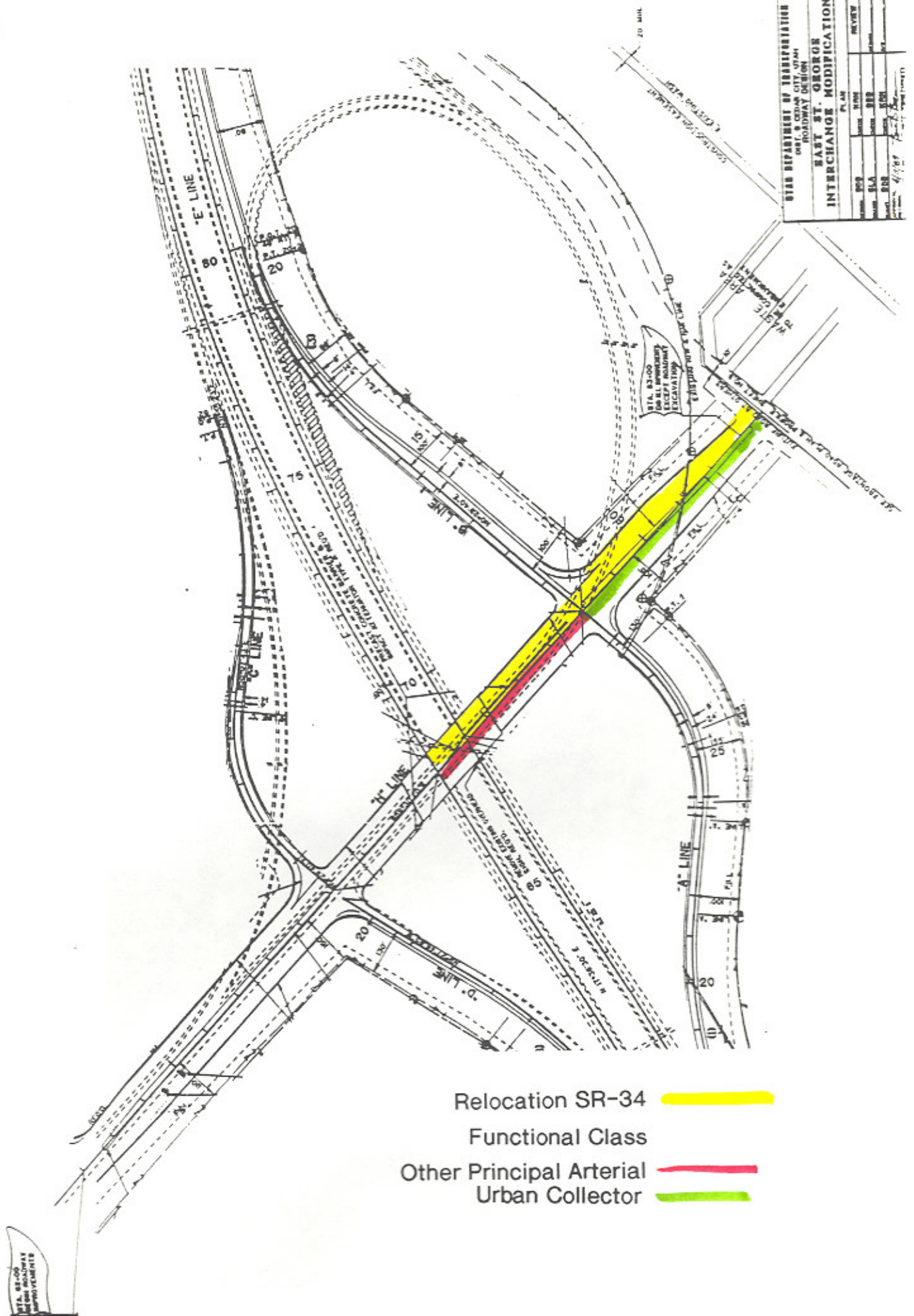
- ☒ Concur
☐ Do Not Concur

J. R. Chamberlain 2/17/91
District Director J. R. Chamberlain Date

Transportation Planning:

- ☒ Concur
☐ Do Not Concur

Mark Muscarello July 12, 1991
Engineer for Transportation Planning Date



STATE DEPARTMENT OF TRANSPORTATION
 EAST ST. GEORGE
 INTERCHANGE MODIFICATION

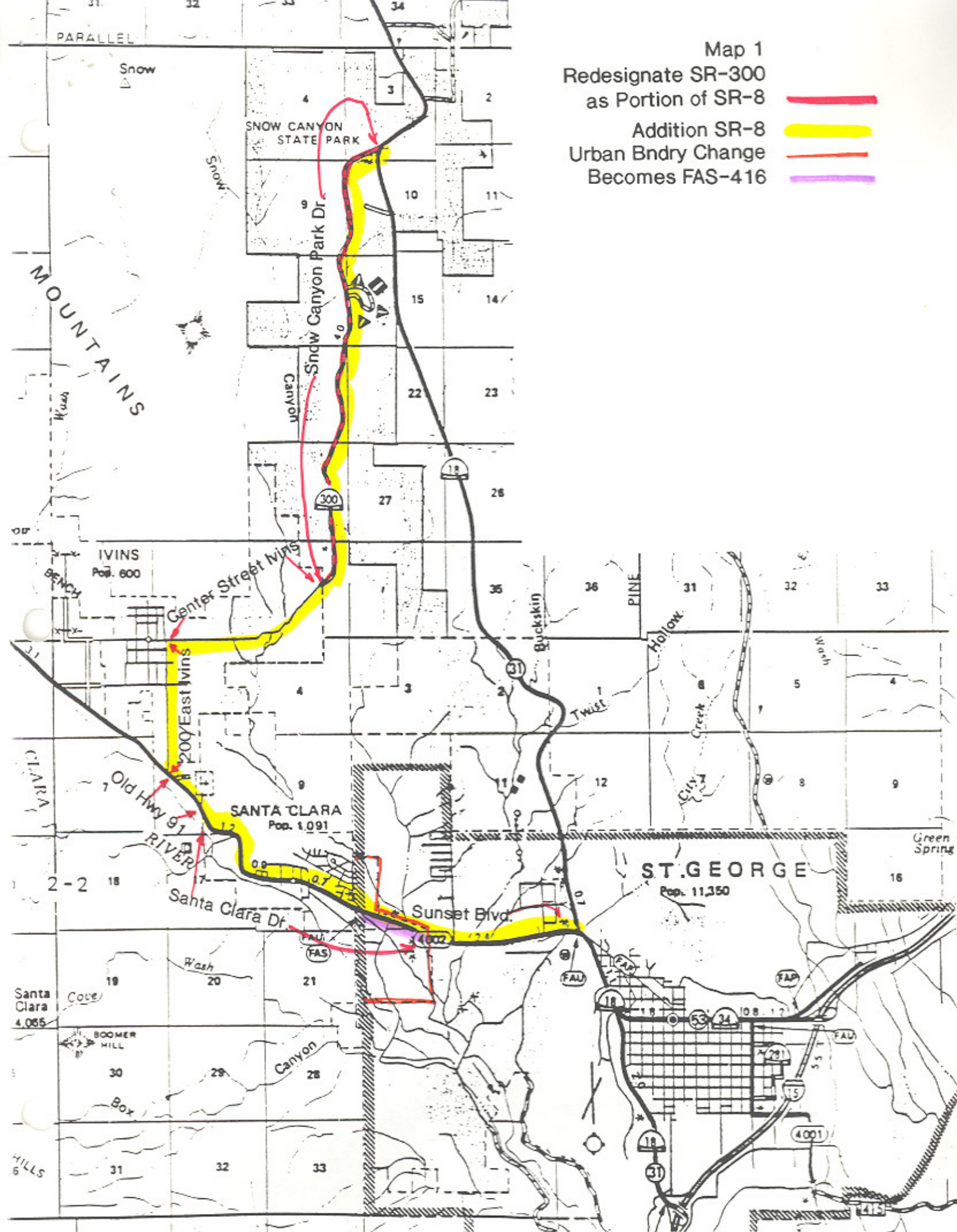
NO.	DATE	BY	CHKD.	APP'D.
1	10/1/58	J. H. HARRIS	J. H. HARRIS	J. H. HARRIS
2	10/1/58	J. H. HARRIS	J. H. HARRIS	J. H. HARRIS
3	10/1/58	J. H. HARRIS	J. H. HARRIS	J. H. HARRIS
4	10/1/58	J. H. HARRIS	J. H. HARRIS	J. H. HARRIS
5	10/1/58	J. H. HARRIS	J. H. HARRIS	J. H. HARRIS
6	10/1/58	J. H. HARRIS	J. H. HARRIS	J. H. HARRIS
7	10/1/58	J. H. HARRIS	J. H. HARRIS	J. H. HARRIS
8	10/1/58	J. H. HARRIS	J. H. HARRIS	J. H. HARRIS
9	10/1/58	J. H. HARRIS	J. H. HARRIS	J. H. HARRIS
10	10/1/58	J. H. HARRIS	J. H. HARRIS	J. H. HARRIS

Deletion SR-281
Transferred to the
Jurisdiction of
St. George City

Becomes Local
FAU-4001

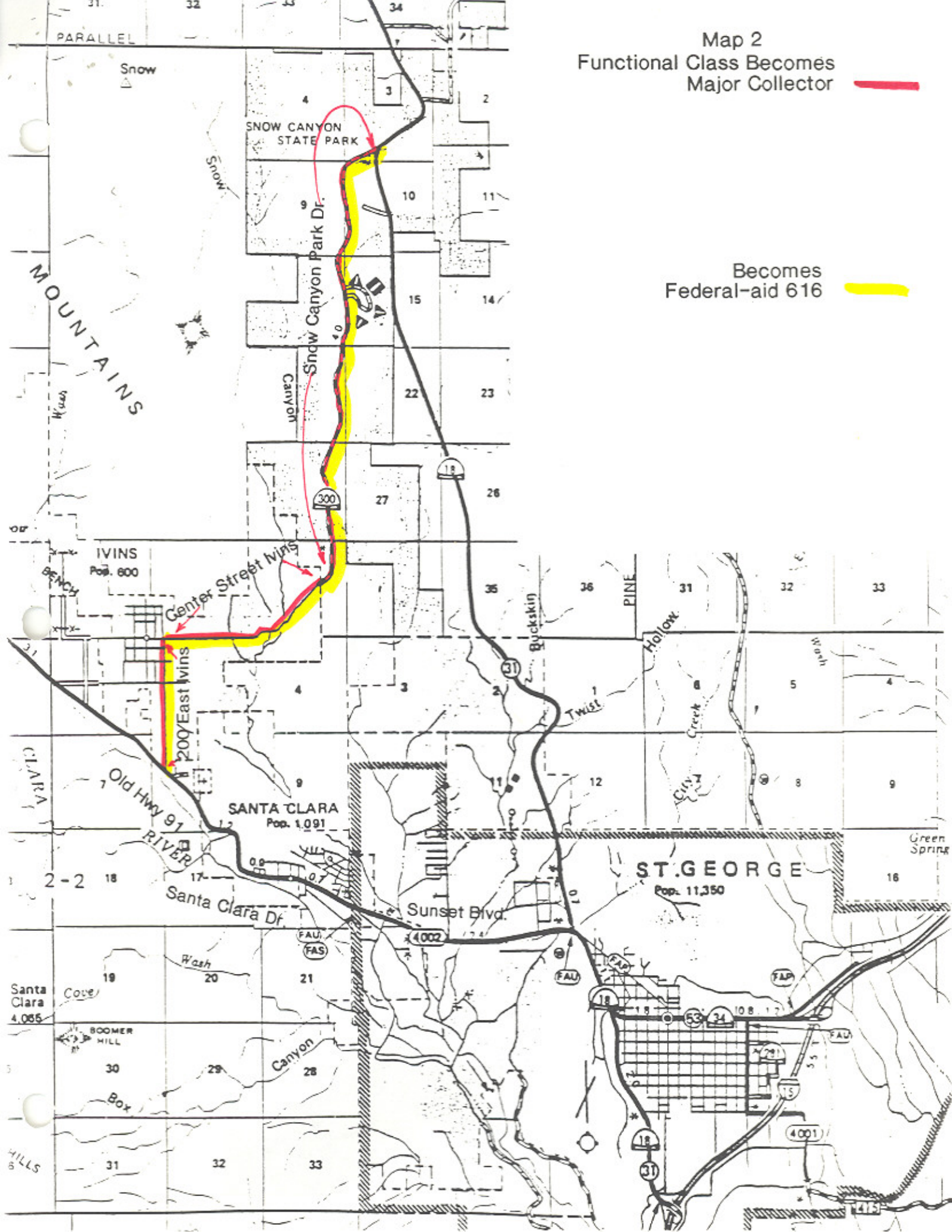


Map 1
 Redesignate SR-300
 as Portion of SR-8
 Addition SR-8
 Urban Bndry Change
 Becomes FAS-416



Map 2
Functional Class Becomes
Major Collector

Becomes
Federal-aid 616



Dear Council Members:

We have received confirmation that the stipulations governing inclusion of a portion of roadway known as Sunset Boulevard from the junction of SR-18 to Dixie Downs Road have been completed and this portion of roadway traversing the incorporate limits of St. George will be actuated as a portion of SR-8 as described in a resolution passed by Transportation Commission Action, dated September 16, 1991.

The maintenance responsibility henceforth is intrinsic to the jurisdiction of The Utah Department of Transportation. Description of this new State Route will be incorporated and become a part of the 1996 Legislative Highway Bill.

For your information, the portion of roadway traversing the boundaries of Snow Canyon State Park is also actuated as a portion of SR-8. The remaining portions of roadway designated to become incorporate of SR-8 will be actuated when these portions are constructed to State Route standards and all criteria described within stated resolution have been completed.

MEMORANDUM UTAH DEPARTMENT OF TRANSPORTATION

DATE: Sept. 6, 1995

TO: Dana Meier, P.E.
Maintenance Engineer
Cedar City District

FROM: Glen M. Nielsen
Transportation Records Manager

SUBJECT: Actuation of portions of SR-8

I have sent the attached letter to the St. George City Council, informing them of the actuation to the State System of Highways of that portion of SR-8 encompassed in their jurisdiction. You may want to keep this copy of that letter for your records. The actuation, of the portions of SR-8 that we discussed over the phone will be mentioned at the first available Transportation Commission meeting and SR-8 will be included in the next Highway Bill presented to the Legislature.

MEMORANDUM

UTAH DEPARTMENT OF TRANSPORTATION

DATE: June 5, 1996

TO: Dana Meier, P.E.
Cedar City,
District Engineer

FROM: Glen M. Nielsen
Transportation Records Manager

SUBJECT: Actuation of Portions of SR-8

I have received word that all criteria regarding the actuation of portions of SR-8 have been satisfied by the respective entities. Therefore we will officially actuate the portion of SR-8 that begins at the Jct. SR-18 (Bluff Street) and traverses to Santa Clara Parkway which is the beginning location of Project No. STP 3184(1)3.

We will also actuate that portion of SR-8 that traverses the boundaries of Snow Canyon State Park, thus deleting SR-300 as a State Route designation.

At this time all signing, (if they are not in place) indicating the above mentioned portions of this state route should be placed according to standards.

The remainder of roadway that will become a portion of SR-8 will be actuated at the time when all criteria defined in The Transportation Commission Resolution passed Sept. 6, 91 is completed.

If there are any questions or uncertainties regarding this actuation please contact me at the Program Development Division, Phone 965-4349.

CC: Dave Miles
John Quick
Traci Conti
Tammy Kaeser
Jim Naegle
Joe Reveley

MEMORANDUM

UTAH DEPARTMENT OF TRANSPORTATION

DATE: June 5, 1996

TO: Dana Meier, P.E.
Cedar City,
District Engineer

FROM: Glen M. Nielsen
Transportation Records Manager

SUBJECT: Actuation of Portions of SR-8

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We will also actuate that portion of SR-8 that traverses the boundaries of Snow Canyon State Park, thus deleting SR-300 as a State Route designation.

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If there are any questions or uncertainties regarding this actuation please contact me at the Program Development Division, Phone 965-4349.

CC: Dave Miles
John Quick
Tracy Conti
Tammy Kaeser
Jim Naegle
Joe Reaveley

From: Jim Naegle
To: SRCOFS03.GNIELSEN
Date: 6/4/96 9:01am
Subject: Sunset Blvd. in St.George onto State System.

I spoke with Dana Meier this morning, and St. George has meet their obligation for the crack sealing. Our record shows they have paid the \$20,000 for the signal modification.

Dana suggested that we add up to the end of the project which Santa Clara just completed. As I understand it this will be State Route 8.

If I can be of further help please let me know.

CC: SRCDFS01.DMEIER, JREAVELE

From: Jim Naegle
To: SRC0FS03.GNIELSEN
Date: 6/4/96 9:01am
Subject: Sunset Blvd. in St. George onto State System.

I spoke with Dana Meier this morning, and St. George has meet their obligation for the crack sealing. Our record showers they have paid the \$20,000 for the signal modification.

Dana suggested that we add up to the end of the project which Santa Clara just completed. As I understand it this will be State Route 8.

If I can be of further help please let me know.

CC: SRCDFS01.DMEIER, JREAVELE


10-19

Deletion
Portion
SR-8



STATE OF UTAH • DEPARTMENT OF TRANSPORTATION
4501 South 2700 West • Salt Lake City, UT 84119-5998 • (801) 965-4000

Memorandum

DATE: July 21, 1999
TO: THOSE LISTED BELOW
FROM: John L. Quick, P.E. 
Engineer for Program Development
SUBJECT: Deletion of Portion State Highway SR-8

Attached is a copy of the Resolution and location Map. Please distribute as needed.

JLQ/gmn
Attachments

Linda Toy Hull, Program Development Director
Gordon Maestas, Program Development Officer
Char Mitchell, Programming Coordinator
Lloyd Neeley, Pavement Management Engineer
Mohammed Basha, Pavement Management Eng.
Brent Schvaneveldt, Pavement Management Eng.
George Wilkins, Chief Cartographer
Chris Glazier, GIS Coordinator
Alan McEwan, GIS Coordinator
Vicki Hanshew, Research Analyst
John Wood, Research Analyst
Gary Kuhl, Planning Statistics Engineer
Kim Schvaneveldt, Engineer for Programming
Austin Baysinger, Programming Engineer
George Thompson, Local Government Project Eng.
Wayne Jager, Statewide Planning Engineer
Mark Fry, Transportation Data Planner
Scott Nay, Transportation Data Planner
Russ Scovil, Field Inventory Engineer
Debbie Hall, Bicycle/Ped. Coordinator
Walter Steinvorth, Urban Planning Manager
Howard Anderson, Database Management Engineer
Kevin Nichol, Statewide Planning Engineer

Tim Ularich, Statewide Planning Engineer
Lowell Elmer, Transportation Planner
Ahmad Jaber, Engineering Services
Lynn Zollinger, Chief Environmental Engineer
Max Ditlevsen, Comptroller
Dan Julio, Engineer for Maintenance
Greg West, Operations Analyst Maintenance
P.K. Mohanty, Preconstruction Engineer
Rae Ann Jensen, Records Supervisor
Sterling C. Davis, Engineer for Traffic & Safety
Mack O. Christensen, Traffic & Safety Studies Eng.
Connie Collins, Accident Records Technician
Sharon Twitchell, Accident Records Technician
Justin Jar, Bridge Management Engineer/Structures
James Plumhof, Eng. Associate/Right of Way
Doug Anderson, Engineer for Research & Develop.
Thomas Smith, Engineer for Const. & Materials
Lt. Colonel Jim Utley, Utah Highway Patrol
Scott Munson, Cedar City District Engineer
Layne Slack, South Area Supervisor
Melvin Lloyd, Shed Supervisor

10-10 Deletion

RESOLUTION

Deletion of Portion State Highway SR-8 Washington County

WHEREAS, Senate Bill 66 of the 1999 General Session of the Utah State Legislature amended provisions for the designation of state highways in section 72 of the Utah State Code 1998, and

WHEREAS, The Utah Transportation Commission, in accordance with amended statute 72-4-102 subsection (2), (a) may designate state highways in accordance with the criteria for state highways, and

WHEREAS, the portion of SR-8 defined herein will undergo changes that result in the highway no longer meeting the criteria defined in section 72-4-102.5 for state highways, and

WHEREAS, the Resource Management Plan for Snow Canyon State Park involves extensive changes for this portion of SR-8, the duly appointed officials of the Utah Division of Parks and Recreation have request this action and are in agreement with the appropriate transfer of this portion of SR-8 described herein to their jurisdiction, and

WHEREAS, The Cedar City District Engineer, along with the appropriate staff of the Program Development Division, reviewing the criteria for state highways required for roadway to remain a portion of the state highway system and concurring that the portion of SR-8 defined herein should be transferred to the jurisdiction of the Utah Division of Parks and Recreation.

NOW THEREFORE, be it resolved as follows:

1. The portion of SR-8, traversing northerly and northeasterly through Snow Canyon State Park from the south boundary of Snow Canyon State Park M.P. 8.72 to a junction with SR-18 a distance of 3.74± miles as depicted in exhibit A be transferred to the jurisdiction of the Utah Division of Parks and Recreation.
2. With this deletion and transfer the functional classification will become local.
3. This deletion and transfer will become effective upon approval of the Utah Transportation Commission and when all scheduled maintenance has been completed by the Department of Transportation.
4. The accompanying Letter, Memo and Exhibit A will be made part of this resolution.

Page 2

Deletion of Portion State HighwaySR-8Washington CountyDated on this 20th day of April 19

UTAH TRANSPORTATION COMMISSION



Chairman



Vice-Chairman

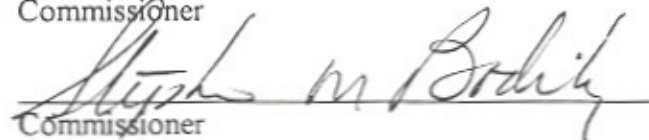


Commissioner

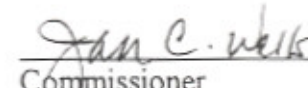


Commissioner

Commissioner



Commissioner



Commissioner



Commissioner

Attest: 

Secretary

10-19 Portion

MEMORANDUM

UTAH DEPARTMENT OF TRANSPORTATION

TO: John Quick
Engineer for Transportation Planning

DATE: January 8, 1999

FROM: A. Scott Munson, P.E.
District Engineer



SUBJECT: Jurisdictional Transfer (SR-8)

Attached is a letter I received from Gordon Topham, Region Manager, Utah Division of Parks and Recreation. He has requested that UDOT turn jurisdiction of that portion of SR-8 that is in the boundaries of Snow Canyon State Park to State Parks for them to manage as part of the State Park system. The State Park's plans for the usage of the highway is not consistent with UDOT's mission. I, therefore, agree that jurisdiction transfer to State Parks is proper and recommend that it take place as soon as possible. Please visit with me about any possible budget impacts that this may have for Cedar District.



State of Utah
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF PARKS AND RECREATION

Michael O. Leavitt
Governor

Ted Stewart
Executive Director

Courtland Nelson
Division Director

Southwest Region
585 North Main Street
Cedar City, Utah 84720-2643
801-586-4497
801-586-2789 (Fax)



December 18, 1998

Scott Munson, District Engineer
Utah Department of Transportation
1470 N Airport Rd
Cedar City UT 84720

Dear Scott:

As you are aware the Resource Management Plan for Snow Canyon State Park, which was created by a planning committee made up of members of the community, calls for some rather extensive changes in the State Road (8) running through Snow Canyon. Changes include changing part of the road to one way, placing entrance stations in the road and adding parking lots.

Through discussions with you, and others from Utah Department of Transportation, it looks like the simplest way for us to fulfill the changes identified in the plan is for the Utah Division of Parks & Recreation to manage the road as part of the State Park system.

I would like to request that you do whatever is necessary, or advise me as to what I should do, to have the road transferred to State Parks where it enters Snow Canyon State Park in Ivins to where it junctions with State Road 18.

Any scheduled maintenance to the road that could be accelerated before the transfer takes place would be appreciated. If there is any way that we might be eligible for continued yearly road funds, we would appreciate your help in acquiring those funds.

Thank you for your continued support on this effort.

Sincerely,

Gordon W. Topham, Region Manager
Utah Division of Parks & Recreation



Snow Canyon State Park Road Transfer

